

# AMERICAN RAILROAD JOURNAL.

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HENRY V. POOR, Editor.

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## American Railroad Journal.

Saturday, June 10, 1854.

### The Duty on Railroad Iron.

On the 25th day of February last, a meeting of gentlemen representing a large number of Railroad Companies was held at the Astor House, in this city, to adopt measures to effect the removal, or suspension, of the duty on railroad iron. The proposed meeting was notified through the columns of the Journal. It was designed to be public in its character, and the attendance of every person within reach, interested in the object of the meeting, was solicited. About 30 companies were represented, among them a considerable number, measured by the extent and cost of their works, of the largest in the country.

The proceedings of the meeting, as copied from records made up on that occasion, were as follows:—

(COPY.)

"Pursuant to the notice which appeared in the American Railroad Journal on the 25th of February, 1854, a meeting was held at the Astor House, in the city of New York, at seven o'clock on the evening of the same day, to take into consideration the removal of the duty on railroad iron.

The meeting was organized by the choice of Hon. J. T. Elliott, President of the Cincinnati,

Logansport and Chicago Railroad Company, as President; Mortimer M. Bentor, Esq., President of the Covington and Lexington Railroad Company, and the Hon. A. Boody, a Director in the New York Central, and other Railroads, Vice Presidents; and Henry V. Poor, Editor of the American Railroad Journal, Secretary.

M. M. Benton, Esq., President of the Covington and Lexington Railroad Company, offered the following resolutions, which, after discussion, were unanimously adopted, viz:—

*Resolved*, That in view of the embarrassments under which railroad enterprises in all parts of the United States now labor, occasioned in a great degree by the onerous duty on railroad iron, and that too at a time when the wants of a redundant Treasury do not demand its exaction, it is expedient to aid those enterprises with which the trade of the country, both foreign and domestic, is intimately identified, by a repeal of the duty on such iron.

*Resolved further*, That Hon. S. F. Vinton, President of the Toledo and Cleveland Railroad Company; Noah L. Wilson, Vice President of the Marietta and Cincinnati Railroad Company; John Stryker, Director in the Michigan Southern Railroad Company; George Ashmun, of Springfield, Massachusetts; and Henry V. Poor, Editor of the American Railroad Journal, be, and they are hereby appointed a Committee on behalf of the Railroad Companies represented at this meeting, and such other companies as may co-operate with us in our endeavors to procure a repeal of the duty on imported railroad iron, who are requested and empowered to take such measures for the accomplishment of this end as they may deem expedient and proper; and especially that by memorial or otherwise, they cause this subject to be brought before the Congress of the United States at as early a day as practicable, and that said Committee be authorized to add to their number and to fill vacancies.

The following resolution was also offered, and unanimously adopted:—

*Resolved*, That for the purpose of supplying funds incident to the application to Congress for relief, the companies here represented respectively agree to pay one hundred dollars to the Committee on demand, and a further sum, equal to five per cent., on the duties which may be remitted by Congress on the rails imported, or which may be imported or contracted for, within one year from the first of July next, which sum shall be paid to the Treasurer of said Committee on the passage of the law repealing such duties, provided however, that, unless the Railroad Companies of the United States, generally interested in the repeal of the duties aforesaid, shall make like contributions, and agree to pay the five per cent.

contingent upon the passage of the law for said repeal, then said advances shall be returned.

On motion, it was ordered that the proceedings of the meeting be signed by the officers, and that copies of the same be forwarded to such Railroad Companies as are supposed to be interested in the repeal of the duty on railroad iron.

On motion the meeting then adjourned.

(Signed) J. T. ELLIOTT, President.

M. M. BENTON, V. Pres.

A. BOODY,

H. V. POOR, Secretary.

The only members of the Committee present at the above meeting were Messrs. Wilson and Poor. Neither Messrs. Vinton, Ashmun, nor Stryker had any notice of the meeting, nor knowledge that one was to be held; Mr. Ashmun being at the time in Massachusetts, Mr. Stryker either at Rome or Chicago, and Mr. Vinton at Cleveland or Washington. The movement was one set on foot entirely by the Railroad Companies, who also indicated the plan to be pursued to effect the desired results, and at the same time took the necessary measures to place a reasonable amount of funds in the hands of the Committee.

The first step which the Committee took after getting together, which was not till nearly one month after their appointment, was to secure the co-operation of all the companies not represented at the first meeting, upon the basis proposed. Accordingly, they issued the following circular to all the Railroad Companies supposed to be interested in the objects of the movement:

New York March, 21st 1854.

Sir:—In entering upon the duties agreeable to appointment of the meeting of Railroad Companies held in this City, the proceedings of which were duly forwarded to your address, we find it necessary in the outset of our proceedings to correspond with all the Railroad Companies of the United States supposed to be interested, for the purpose of obtaining accurate and reliable information, and of ascertaining whether they will co-operate with us, in order that we may know to what extent we may incur obligations and make expenditures in furtherance of our objects.

To make provisions for the expenses unavoidably incident to the prosecution of this measure, it was agreed at the meeting, that each company coming into the arrangement, should advance for this purpose the sum of one hundred dollars; and that in case of success, there should be paid by each company to the committee for the further expenses that may be incurred, and as a compensation

tion for their time and services, (in addition to the above advance,) five per cent on the amount of duty remitted, or which may be saved to such Company, on Railroad iron heretofore imported by it, of which it may import or contract for, prior to July 1st 1855, by the passage of the law or laws repealing, remitting, or suspending for a limited time, the duty on such iron.

If a sufficient number of Companies should not come into the measure, to make it expedient, in the opinion of the committee, for them to undertake to carry it into effect, then the hundred dollars advanced, to be returned by them to such companies as shall have paid the same.

We enclose a copy of a Resolution which we sent to all the Railroad companies in this interest, with the request, that it be offered for consideration to your Board, or other proper authority, at your earliest convenience, and that we be advised of the result and if adopted, that we be furnished with a certified copy of the same.

Will you also please to furnish us with information on the following points?—The length of your Road.—The number of miles in operation.—The number of miles for which Iron is to be provided.—The weight of Rail to be used.—The number of tons upon which duties will be refunded, if a retro-active law be obtained, to take effect from July 1st 1853, also January 1st 1853, also from July 1st 1852. A list of the Directors, Superintendents, and Engineers of your Company, and the Post Office address of each, as the Committee may wish to correspond with each of them on the subject.

As the Session of Congress is already far advanced, it is important that your Company should take immediate action, and advise us of the result as the answer to this communication must necessarily be the basis of our action.

Please enclose your communication to Henry V. Poor Esq. No. 9 Spruce Street, New York.

Very Respectfully,

Your obedient Servants,

S. F. VINTON,  
NOAH L. WILSON,  
JOHN STYKER,  
GEO. ASHMUN,  
H. V. POOR.

Committee.

Accompanying the circular was a copy of the resolution referred to, (asking for the contribution of one hundred dollars, and an agreement to pay a sum not exceeding five per cent. of the amount saved,) with a request that it be presented to the board of directors of each company, for their approbation. This circular and resolution have been published by three or four newspapers, with remarks that would lead the reader to suppose that a scheme had been exposed improper in its object, and in the means proposed for accomplishing it.

We have stated that the meeting of the Railroad Companies was a public one. The committee appointed by it determined to give a similar publicity to their acts. Everything emanating from them, addressed to all the parties whatsoever, was printed, and for the purpose of securing as wide a circulation as possible, as Secretary both of the convention of the companies and the committee, we caused a large number of the proceedings of both bodies to be prepared in envelopes for the convenience of distribution. These were handed out both by ourselves and persons employed in our office, not only to persons representing railroad companies, but to all who were supposed to feel an interest in the subject. The proceedings were sent by ourselves to 200 railroad companies, many of whom we had good reason to suppose were entirely hostile or indifferent to the proposed measure; they having made all their purchases, and consequently not in a condition to be

benefitted by it. It was foreseen that by adopting such a course, the circulars of the committee would fall into the hands of the more active opponents of the repeal of duties, and that the same use would be made of them that has been; that they would be published in a few papers with remarks similar to those which have followed. But as the committee have done nothing, nor proposed to do anything requiring secrecy or concealment, it was not thought advisable to attempt either. They are quite willing that any and all parties should help to make known the plan of operations proposed by the railroad companies, in such a manner and in such a style as best suit themselves, as it is deemed highly important that a very general interest should be excited in reference to the objects proposed.

As far as the committees are concerned, no money will be called for, or expended, except for proper and legitimate objects. Had not such been the case, a very different course would have been pursued; a secret instead of an open one. The committee were designed to, and will faithfully represent the interest of railroad companies. Three of the committee are directors, or largely interested in roads that within two or three years will require iron to the amount of more than 100,000 tons. These men are not going to waste their own money, nor that of the companies in which they are interested or which they represent.

In behalf of the committee, we would state that they are at work, and intend to execute faithfully and energetically the trust confided to them. They respectfully solicit the action of all companies who have not already signified their co-operation in the plan proposed by the meeting of railroad companies held in this city. In the meantime, a bill, or to speak more correctly, an amendment to a bill, in favor of the North Carolina Railroad, and which has been accepted in its stead, has been introduced into the Senate, and which meets the views of the committee, and it is believed of railroad companies. The committee now propose to bring an influence to bear on each member of Congress from their immediate constituents. There is not probably a congressional district in the United States where a great majority of voters have not a direct interest in the suspension of the present duty. It is the plan of this committee to allow this interest to speak, believing its co-operation to be the most effectual, and at the same time the proper method to accomplish their objects. The movement is one in which the people are the parties to be benefitted, as owners of the stock in our new lines. They are to pay the duty if continued, or receive the benefit of it, if repealed.

We must add, that unless Congress interfere in the matter, we do not well see how a large number of companies are to go through the present stringency in the money market without a crisis in their affairs. The relief asked is one that Congress can extend without injury to any quarter. The Government has a redundant treasury. The domestic manufacturer is certain of full employment for three years at least, the time limited for the suspension of the duty. The overflowing treasury, the activity of our domestic manufacturing establishments, and the general prosperity which prevails, are due to the efforts of our rail-

road companies. Shall not they, now that the favor can be granted without prejudice to any, be entitled to some consideration in return for what they have done? This is to be the question asked of Government. The plan indicated is the one that is to be resorted to, to operate upon Congress; the money expended will be what is wanted to bring the influence of the parties most interested, the owners of railroad stock throughout the country, to bear upon the National Legislature. The contest to be fought is one of popular right against an overflowing treasury, filled by railroad companies themselves; and against capital, which is annually doubling its investment in the manufacture of iron, the profits of which have been entirely due to the demand which railroads have created. It is not favor, but justice, that is demanded, and we assure all parties that no honorable measures will be left untried to obtain it.

At the request of several parties, we republish the article upon the removal of the duty on railroad iron, which appeared in our paper of the 27th ult., for the purpose of giving it an increased circulation, and calling renewed attention of all parties to the subject.

The removal of the duty on rails is urged, for the benefit it will confer upon railroad companies, and through these upon every interest in the land. The objections to the removal are the fear that it will reduce the profits of parties engaged in the manufacture of rails, and an apprehended reduction of the revenue.

Were it true that the removal of the duty would reduce the profits of the manufacturers of rails, this fact alone would constitute no valid objection to such a step, as there is no reason why Government should tax one interest for the support of another. There is no more reason why every railroad company should pay to the rail makers \$15 per ton over cost of production and a fair profit, than that the iron maker should pay an equal amount to the parties engaged in the construction of a railroad. The tax imposed in favor of the rail maker is on the alleged ground that his trade or employment is an advantage to the country. But it will not be denied, that where the country has been benefitted to the amount of one dollar by the manufacture of railroad iron, it has been benefitted five hundred by the construction of railroads. The principle, therefore, upon which duties are levied should exempt railroads from its application, as these works, of all others, tend more directly to promote the general welfare.

The object of the duty was to increase in an equal degree the price of the article. It was a premium paid for the production. It failed, however, to stimulate production, which always must depend upon the demand. The market steadily declined under an enormous duty, till the railroads themselves created a demand, which in two or three years nearly doubled the market price. What the Government tax could not do, railroads have done. They have taken the place of the tariff to the manufacturer, and for the year past have enabled him to realize one hundred per cent. upon cost of production, and nearly that amount over the previous market price. If railroads, by the demand they have created, have secured to the manufacturer what the duty could not do, why not remove



the duty, which was powerless to effect its object, and by encouraging railroads create a *natural* stimulus to production, upon which the profits of the maker must always rest?

Every ton of iron that goes into a railroad in the shape of rails, creates in the course of two years a necessity for the use of three times that amount for other purposes. Nearly an equal amount is required in the outset for chairs, spikes, rolling stock, and structures of various kinds.—The moment a road is opened, spring up villages, which soon expand into cities, requiring an enormous amount of iron in their construction. These become the seats of various branches of manufacture, in which iron is always the most important element. When a railroad is constructed, therefore, the iron maker may safely calculate upon orders three-fold greater than the quantity of rails used. Why then should the railroad company be taxed for the rails used, when it is the direct means of *trebling* the business of the manufacturer, even if he loses the make of the rails altogether?

But the duty can be taken off without the least prejudice to the manufacture of iron in this country. In 1852 there were imported into this country 439,000 tons of iron from Great Britain alone. About 200,000 tons was railroad iron. We have not the authentic figures for 1853, but we presume the amount exceeded 500,000 tons, about one-half of which was in rails. With all the increase of the manufacture in this country, it is not probable from the rapidly increasing demand, that the importations will be diminished, should the duty be removed, and should the foreigner monopolize the manufacture of rails. The domestic production would fall far short of the demand for other purposes; so that by no possibility could our manufacturers fail to have full employment upon such kinds as are protected by an enormous discriminating duty.

It is well known too, that most of the iron manufactured in the United States is not adapted to rails, it being too soft and malleable for this purpose and better fitted for uses where toughness and flexibility are valuable qualities. Experience has shown that we have very few kinds of iron in this country that make a good head for a rail.

The railroads have made the fortune of the iron manufacturer; not the duties. These may be repealed upon rails, and still enable him to manufacture at a fair profit. The duty was imposed to make up for the greater cost of manufacturing in this country over that in Great Britain. Events that have since transpired have entirely neutralized the disparity which previously existed. Wages paid for the higher grades of labor by the establishments, in the latter country, are nearly as high as in this. The enormous emigration from Great Britain, which now exceeds the natural increase of population, and the influence which the discovery of gold in Australia has produced upon the public mind, are rapidly equalizing the cost of production in the two countries.

The only other items in favor of the foreigner are a wider experience and a greater abundance of capital, to supply which in this country, will only require time. We have a decided advantage in cheaper food, and in a greater abundance of the raw material, so that it is doubtful whether well located establishments, and there are plenty

of such locations, to supply any existing or prospective demand, have nothing to fear from foreign competition, *with or without* protection.

The reason for the imposition of the duty having passed away, why not dispense with it altogether, as its only effect is to cripple the most important interest in the country, by keeping up an unnatural and injurious stimulus to another?

A similar strain of argument may be urged to the objection that the repeal of the duty will involve a loss of revenue. Notwithstanding the large sums that railways have paid into the Treasury, there is no doubt that they have been the direct means of payment into it, a sum exceeding five times the duties paid on rails.

They have increased enormously the importation of other kinds of iron, and have stimulated immensely importations of all kinds. Whenever a railroad is constructed, by rendering the property of the community available, it enables the people to gratify a taste for the comforts and luxuries of life. Wherever railroads go, they carry in their train, a greater or less amount of duty paying goods. The enormous revenue from duties, which for a few years has exceeded all precedent, and expectation, has been due entirely to the influence of railroads. Why not then relieve an interest which has done more for the country than all others? Were Government to set to work to attempt to adopt a policy for the increase of the revenue, it could not accomplish its object so effectually as by encouraging railroads, as for every additional mile built, a certain increase of importations and revenue may be safely calculated upon.

By what has been said, it will be seen that no one will be injured by the repeal of the duty on rails. If the tendency of such an act be to encourage the construction of railways, every interest in the country will be promoted, and most, all, the very ones that it is claimed, would be injuriously affected, the manufacturer of iron, and the public revenue. For one, it will increase the demand, and in this way maintain the price of the ordinary varieties, which will still be protected by a heavy duty, and incidentally add largely to the receipts of the other.

We have shown that no interest is to suffer. Let us see what are to be benefited by the proposed measure. We will illustrate this part of the argument by reference to the State of Tennessee. The people of that state are engaged in the construction of some 1,500 miles of railway. No portion of it is able to construct a railroad without a free use of their credits. To make a basis for these, every man in the community is called upon to contribute according to his means, toward the proposed work. He may lose, and probably expects to lose one half of his contribution. Were the duty taken off from rails, he would be benefited just in proportion to his contributions.

The Capitalist who buys the bonds of the company, is not benefitted, because he will not touch them unless they are amply secured. The advantage directly inures to the stockholders, upon whom the railway system of the country rests, who constitute emphatically the people, who alone make the sacrifice involved in the construction of our railways, and upon whom fall all the losses that are sustained.

Fifty million dollars would not make good the

sacrifice already suffered by the stockholders, who as before stated, represent the people.

These sacrifices have been the means of adding a thousand million dollars, to the aggregate value of the property of the whole country. No bill therefore, more popular in its character than the one now before Congress can be framed, nor one so well calculated to do justice to the parties who have done so much for every other interest, but their own.

We are not accustomed to make popular appeals for the purpose of influencing action on the ground of sympathy for or against any particular measure; but we certainly think those engaged in the construction of railroads are quite as much entitled to sympathy as those engaged in the manufacture of rails. The latter are capitalists, who invest only surplus means. The former contribute from their necessities, and enrich others while they often impoverish themselves. That this numerous class should be taxed for the benefit of capital is, to us, a great absurdity and a great wrong.

It is objected to the removal of the duty that an important vested interest will be disturbed. Suppose \$3,000,000, to be invested in the manufacture of rails. There are more than \$500,000,000 invested in railroads. The lines in progress will cost \$150,000,000. Should the encouragement of an insignificant interest, involving an investment of \$3,000,000 be preferred to one involving an expenditure of two hundred times that amount, and one a thousand times more beneficial to all the great interests of the Country? On the score of strict justice, the railroad is deserving ten fold greater favor; and on the ground of the general influence of such works, fifty fold.

What argument therefore can the railmaker use in favor of Government interference in his favor that the maker of railways cannot urge with vastly greater force? None.

We again urge the effective co-operation of Railway Companies to aid in carrying the bill now before Congress. There would not be a solitary vote in Congress against the measure, should all its members reflect the interest of their constituents. This interest must be brought to bear, and to give it a proper expression, the efforts of the Committee are now being directed. When they shall have succeeded in this, they will leave the subject where it belongs,—to Congress, without any fears as to the result.

#### Harlem Railroad.

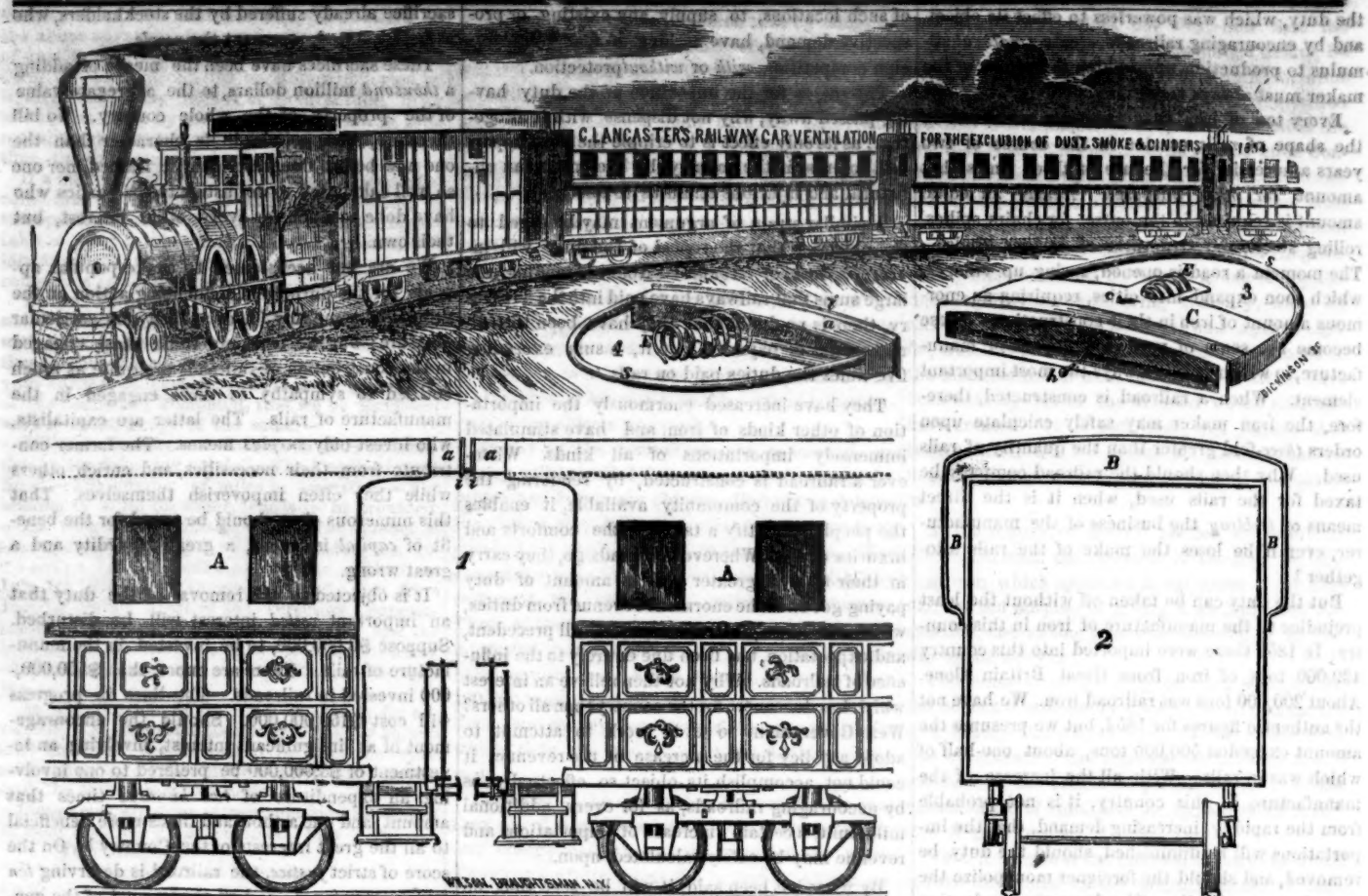
At the annual election of the Harlem Railroad Company, Messrs. George Schnyler, President; Denninson, Robinson, Wetmore, Ludlow, Robert Schnyler, R. M. Blanchford, Morris, Dunham, Dater, Haviland, Aiken, and H. S. Blanchford, Vice-President, were made Directors; S. M. Blanchford, Treasurer; Alexander Kyle, Secretary; J. D. Elliot, Superintendent, and W. J. Campbell, Assistant Superintendent.

#### New Haven and New London Railroad.

The following gentlemen have been elected Directors of this road for the present year:

M. G. Elliott, S. D. Pardee, John Bradley, Joel Tuttle, E. C. Scranton, Daniel Chadwick, Elias Perkins, C. Buckingham.

President—Matthew G. Elliott.  
Secretary and Treasurer—R. D. Smith.  
Superintendent—R. N. Dowd.



The improvement, of which, the above cut is a representation, consists of a spacious air channel over the entire top of every car of the Railway train, and also down over the sides, so far as to include in the same channel, the windows of the passenger cars, with glazing opposite to each one. The channel is made continuous from car to car by moveable extensions of the roof part of the channel from each end, along with, and beyond the roof of every car, to meet those of adjoining cars.

A. Fig. 1. Indicates secondary walls erected over the usual primary ones to form the channel B. in the transverse section fig. 2. at an interval of one to two feet or more for the roof part, and for the side, three to six inches. The side channels are closed at each end and terminate below, near the bottom of the windows. The side channels are omitted on the baggage cars.

The motion of the train passes the pure air through the channel from the head of the train, into the interior of the passenger cars, by way of the inner windows, at the option of those who sit opposite, which thence forms a current outwards through every opening, effectually repelling the dust. Smoke and cinders are left behind the channel's mouth, before their descent.

The chief moveable piece adapted to self adjustment, and to play over the platform, is the same at each end of every passenger car. It consists of the short piece of channel, fig. 4, with one or more springs E, upon its inner end and the face flange i, surrounding its outer end. A valve door D, is hinged from above, inside the flange, closing by its own weight the channel at the latter end of the train. The valve doors at the ends of every

other passenger car is opened inwards by the hinged pin h, meeting the opposite flange on uniting the train. Baggage cars are without valves.

The flanges used are to give the separate channels suitable meeting faces to be held together by the springs, but to move freely upon each other in the variations of their level, and also to preserve the channel itself unbroken by such movements. The springs rest against bearings provided within, to which they are also fastened, and the balance of the whole piece is preserved by the weight of the semicircles, attached thereto. The sides being rounded it will always fill the lined cavity between the upper and lower roofs, while turning either way on curves of the road as well as reciprocate by the action of the springs.

Fig. 1 exhibits this single moveable piece in two adjacent car ends. But to give greater stability, when desirable, this channel piece as in fig. 3, is inserted into another, C, having the central pivots c, above and below; this latter has only the turntable motion, the other the reciprocating.

The appearance of these together may be observed in the general view of the train on a curve with this improvement attached, heading the above cut.

In connexion with the delineations here presented, we subjoin some of the considerations on this subject, which we presume have impressed the minds of those who study the present and future advancement of railroad enterprises. The great aim is to make railway conveyance unexceptionable in the way of comfort, as much so at least, as to compare favorably with other modes of travel. Although a confined position when protracted

many tedious hours may be looked upon, by those accustomed to activity, in the light of discomfort, the great pains taken to obviate its inconveniences has left little cause for complaint. But a profusion of dust, perpetually on the wing, to be seen and breathed, to overlay the hands, the face, the eyes, and the dress till the name may be written upon it,—this superadded to the other, may be truly called discomfort.

There have not been wanting those who have studied the possible remedies and made praiseworthy efforts to repel its intrusion.

Of the various modes of reasoning on its exclusion, and thence of devices proposed, two appear to have been prominent. Those reasonings on the one hand which infer that dust need not, inevitably, surround the train and which therefore point to mechanical contrivances to keep it down—and those on the other, whose deductions are that dust from dusty roads will inevitably envelope the train and suggest ventilation, with pure air in surplus quantity, for its exclusion.

If, as we suppose, the first sweep of the fast train, including every thing attached thereto, causes a dispersion of dust beyond the reach of attachments designed to keep it down, which dust immediately falls into the eddying current above, and therefore cannot fail to envelope the train: the first considerable effort in this country for its exclusion was perhaps as nearly in the right direction as any thing that has attracted notice up to this time. Other plans in the same direction have also been put on trial with varied success and subject to various objections. The great, and in strictness the only question is, whether a satisfactory quantity of pure air can be administered



to each passenger consistently with an entire exclusion from dust.

This becomes a question of throwing a great amount of pure air into the cars with facilities open for its exhaustion, without which latter provision it cannot be made to enter. Surplus facilities for admission of air however over the provisions for exhaustion preserve an outward pressure upon crevices where otherwise a suction inwards, the primitive evil, will still in a small degree prevail.

The want of perfect cleanliness in passenger vehicles has been felt as a serious drawback upon the enthusiasm of the community in view of this otherwise eligible mode of travel. It is obvious to remark that if the economy and convenience of the Steamboat or the necessary entertainments of the Hotel could be purchased only by submitting to an incessant agitation of dust in the saloons of the one, or in the parlors of the other, even such a nuisance must perforce be submitted to rather than we should forego their advantages. But outraged feeling from the very center of respectable society would swell the cry "down with such a nuisance; it can and must in some way or other be brought to an end." No amount of expense, or fastidious criticism of means, could excuse neglect, with a certainty of success in view, while soliciting and expecting patronage at the humiliating sacrifice of taste and comfort on the part of the public. But enough has been said, more than enough known of the annoyance of dust in Railway travel. In conclusion we will add, that in this age of action and accomplishment this will not long remain a silent evil with railroad men, while it is a crying evil with the travelling community. It is one that must, in some way or other, succumb to the efforts of our times.

Without assuming to pronounce upon any plans presented we feel higher hopes of speedy disenfranchisement, by means as economical as they are efficient, when plans like the one before us, involving sound philosophical conceptions of the subject are presented for public inspection and consideration.

#### Louisville and Nashville Railroad.

By a recent report, made by this company to the Mayor of Louisville, we learn that the total stock subscriptions to the road amount to \$3,328,700 of which \$1,218,117 has been paid in the form of bonds, &c. The report also states that the estimates for work done on the road to the 1st of April last, amount to \$341,076 26, all paid for; that \$63,504 56 has been paid for depot grounds, right of way, and land damages; that the sum of \$44,500 has been paid on account of rolling stock for the road; that \$50,000 has been paid for railroad iron, and \$89,447 62 has been paid for engineering expenses, instruments, office expenses, salaries, &c.

Of \$500,000 Louisville city bonds, issued to the company, \$302,000 have been turned into cash and expended on the road, and \$125,000 of the remaining \$198,000 have been pledged for a purchase of three thousand tons of American iron, toward the payment for which the company have supplied \$50,000 cash, and given their acceptance for \$50,000 more.

In consequence of the want of means to prosecute the enterprise, work has been suspended on the whole line, with the exception of the section of 32 miles from the depot grounds in Louisville to the crossing of the Rolling Fork of Salt river, the tunnels and other heavy work on Muldrow's hill, and the crossing of Green river. The 32 miles here spoken of, it is stated, will be completed and equipped at an early day the ensuing autumn.

#### Locomotive Boilers.

The boilers as well as machinery of locomotives have been much improved during the last few years, by which result they have acquired increased strength and efficiency, with a diminished cost and weight. It is due to the Paterson boiler makers to say, that most of these improvements have originated with them, or were earliest adopted by them in this country from English practice.

One improvement of especial importance is the "elevated crown," which may be called a compromise between the old "dome-boiler" and the plain "waggon-top." The elevated crown is the elevation of the outer firebox shell to ten or fifteen inches above the barrel of the boiler, to which it is connected by a sloping gusset. This form adds very much to the steam-room of the boiler, and allows of a higher furnace crown, giving room for more tubes and additional fire-surface. It also gives a higher elevation for the mouth of the steam-pipe, and thereby prevents working water, with the steam, in the cylinders. These are the advantages of this form over the straight boiler or plain waggon-top, while it does not involve the loss of firebox heating surface, the top-weight, nor the expensive riveting, and wasteful cutting of iron of the dome-boiler. This form of boiler was first adopted in Paterson.

Another improvement is, the flanging of all flange-sheets with round corners. This form adds to the strength of the flange, as it avoids the strain caused by the square bend. It also improves the appearance of the boiler; and it gives a better fastening to the "ring" or water-space bar at the bottom of the furnace, as a rivet can be placed in the angle; whereas a square bend requires set screws on each side to lighten the outside sheet. The space-bar or ring is cheaper made than when cut and welded for square corners.

An important improvement, made at no sacrifice of safety, is the use of iron of but one quarter inch thickness for locomotive furnaces, and also for the barrel of the boiler. The soundest hammered charcoal iron, made with an extra heat, and of  $\frac{1}{4}$  inch thickness, is found to be free from blisters and cracks after the longest periods in which iron is exposed to similar service. Such iron is both cheaper and better than copper, and cheaper, lighter and more durable than iron of greater thickness.

Iron is ordered from the mill mostly by gauge. The thicknesses for a 48 inch boiler are mostly as follows:—

Outer crown of firebox shell.....	No. 1
Cylinder sheets.....	" 2
Side sheets of furnace.....	" 4
Furnace crown.....	$\frac{3}{8}$ inches.
Tube sheets, both of iron.....	$\frac{3}{8}$ "
Smoke box, if secured to cylinders.....	$\frac{3}{8}$ "

The staying and bracing of boilers have been also strengthened. The crown-bars of the furnace are made each of two parallel bars, four or five inches wide and  $\frac{3}{8}$  inch thick, welded at the ends, riveted at the center, and held by T-head rivets or bolts to the crown;  $\frac{3}{8}$  inch washers being interposed, to give access of water to the surface of the sheet. These bars are placed across and not lengthwise of the furnace, and have their ends resting fair upon the upper edges of

the side-sheets of the furnace. Two round braces run from each double stay-bar to the outer crown, and diagonal braces also extend from the back end-sheet to different points on the outer crown.

The courses or rings of the barrel of the boiler are successively of less diameter, by the thickness of the iron, in approaching the forward end of the boiler. Each course being placed within the one next back of it, under side has a uniform slope from the forward end, downwards, for the descent of foul water or dirt when flowing off. The tubes are slightly nearer together at the front than at the back end.

Iron is rolled in larger sheets than formerly.—Sheets of 62 inches in width have been rolled for boilers constructing for the New York and Erie Railroad. This saves riveting, with its expense and weakening effects.

At Baltimore, domes of 50 inches diameter are applied to locomotive boilers, while the openings in the shells over which they are placed, are only 15 inches. This saves the strength of the boiler, gives large steam room, and obstructs the ascent of water along with the steam.

Many of the Paterson engines have two domes, giving more steam room and a more uniform draught of steam than with one dome.

#### Virginia and Tennessee Railroad.

It will have been seen from editorial notices and the advertising columns of our paper, that, from to-morrow, the cars will run regularly to the Central Depot, on New River, and that the opening of the Eastern Division of this great work is to be inaugurated by an excursion and a free barbecue, given by the gentlemen in the vicinity of the Depot. We cannot doubt that a large number of our citizens will avail themselves of the opportunity to partake of the hospitality of our friends in the great basin of the Mississippi.

The occasion is one of great interest, not only to this community, but to the State at large and to the cause of Internal Improvement in the United States. We do not wish to indulge in self-glorification and shall, therefore, allude, in the most oblique manner possible, to the complacency with which Lynchburg may reasonably contemplate what has been already achieved, and anticipate what another year may accomplish, towards the realization of as scheme, the conception of which was an epoch in her destiny, and gave a new impulse and consistency to the great cause of Improvement. No one familiar with its history can deny that the Virginia and Tennessee Railroad is as much the child of Lynchburg, as the Baltimore and Ohio Railroad is the child of the noble city at its eastern terminus. When we consider the relative population, wealth and resources of the two places, and reflect that, partaking of kindred difficulties, the one road is half as long as the other and that it will be completed within less than six years from its commencement, whilst the other has tasked the energies of a spirited people for a quarter of a century,—we have no reason to shrink from the contrast, when we associate the name of Lynchburg with that of the most enterprising city in the Union. But, as we have intimated, we desire to be modest, and pass from this topic to a brief notice of the division of the road now brought into use.

The whole work is of the heaviest character, particularly the first five miles from town and the thirteen in which the ascent of the Alleghany is accomplished. There are parts of this latter section which cost \$80,000 per mile. The passage of the Blue Ridge was, at one time, looked upon as something of a bug-bear. The work, it is true, was heavy, but the traveller is not sensible, by diminution of speed or any other circumstances, that he is overcoming the barrier which once made almost distinct political and social communities of Eastern and Western Virginia. The tunnel near town is 550 feet in length. Besides this there are three others on the eastern slope of the Alleghany, the shortest 200 feet, and the longest 750. The route from this city to the Tennessee line measures two hundred and four miles. The Central Depot, as its name imports, is about half way the distance. Here, very extensive freight and engine houses, as well as an extensive machine shop, are under construction. A couple of miles beyond, the road crosses New River—one of the most beautiful streams we ever saw—by a noble bridge of six spans and seven hundred and thirty feet in length. Whilst individual miles have cost immense sums, we are glad to say the whole road, when completed, and fully stocked with locomotives and cars sufficient for a very large business, will not exceed the originally estimated average cost of \$25,000 per mile.

The road is throughout admirably located and constructed. The rail is of the heaviest kind of the U. shape. The maximum grade, encountered by produce seeking an eastern market, is but 60 feet to the mile, while that going west is 68 feet.—The difficulties presented by the physical features of the region which is traversed, called for all the resources of science and experience. Professional men only can fully appreciate the triumphs which have been achieved; but laymen, at a glance, can see that no ordinary skill has been displayed. No road in Virginia, nor in the South, can compare with this in the obstacles overcome. We do no more than our duty, when we say the work reflects the very highest credit upon the Chief Engineer, CHAS. F. M. GARNETT, Esq., who has brought to bear upon it the skill and experience acquired in other states of the South. We cherish no unworthy sectional prejudice, but it may be allowed us to dwell complacently upon the fact, that the greatest work in Virginia has been executed by one of her own sons. This confidence in native talent does not seem to characterize the directories of other improvement companies, since, if we mistake not, there is but one other native Virginian employed as Engineer in Chief in the State. Col. GARNETT stands in no need of the puff direct, or collateral, from us; but, whilst calling attention to a work with which his name must be indissolubly connected, common justice requires that we should bear our feeble tribute to his high professional attainments and reputation.

The great difficulties are overcome. The route beyond New River is comparatively favorable. The work will now advance rapidly to completion. The cars will reach Newbern by 1st July, and Wytheville, 186 miles, during the month of September. All the heavy work is done as far as Abingdon, and nothing will prevent the laying of heiron at the regular rate of progression. As

the rails are supplied, of course, from this end only, this rate cannot be accelerated. There is no reason to doubt that, by the middle of the autumn of next year, the cars will reach the Tennessee line.

And this prompts us to correct a very general misapprehension—viz. that this great work has been carried on with less vigor than the public had a right to expect. Now, we venture to assert, without the fear of contradiction, that no enterprize of anything like the same magnitude, and surrounded by like difficulties, has ever been prosecuted with more vigor and success in Virginia, or in the South—if indeed in the Union.—Our files will show, when this community was first roused to a sense of its duty in behalf of this enterprize, five years constituted the shortest term within which the most sanguine dared hope for its completion. This period was fixed upon rather to soothe the anticipations of ardent friends, than from data furnished by the progress of other works of a similar character. How far then will performance fall short of promise? Work was commenced on the road four years ago last January, and, as we have said it will be in use before the close of next year—that is, within less than six years from its commencement. These facts we submit, instead of substantiating the charge of the President, Directors and Engineer of the company.—*Lynchburgh Virginian*.

#### Internal Communication in New York City.

Our city needs additional longitudinal thoroughfares, adequate to its present and prospective business operations. Broadway is the only one occupying the necessary route of the principal travel of the city. As an inevitable consequence it is over crowded. The mutilations which have been proposed for its relief, such as bridging its length with an elevated railroad are probably wholly impracticable of success, as steam locomotive power would not be allowed; horses would be inefficient and a nuisance to the street below; and a wire rope would be impracticable unless running upon a parallel line to the general grade of the street, which, as Broadway has several depressions and elevations, could not be done without a great elevation of the track at those points where it ought to receive the greatest travel, such as at Whitehall and at Canal street. As engineering plans, either of these could be made to work, but they would not accommodate the social demand in an agreeable way. It is practicable, to carry passengers over Broadway in balloons, led by horses in the street, but we have no hydrogen for the inflation of such an enterprize. We are anxious that Broadway should retain its distinctive character as the noblest promenade in any city, and would not deprive it of any of its optical attractions, at the expense of an enterprize proposed in the same manner, and as unlikely of success, as the Thames Tunnel of London.

It is known that propositions are pending for the removal of the city courts and offices to near Union Place. The Park, which with the exception of its trees, has none of the attractions of a respectable landscape, and occupied mostly by idlers, with an occasional political or popular gathering,—would then be released to its proper occupation, that of a great central square for the arrival and departure of the travel of all parts of the city. To the water there would be access by

Broadway on the right, and Nassau street and Broad street on the left hand. The interests of our city demand the widening of Nassau street by as much as 25 feet. It is the great thoroughfare to the East side of "down town," and could it accommodate any extent of carriage travel, would rank as one of the greatest business thoroughfares of the city. Above the Park, a street of good width should be opened so as to lie between Broadway and Elm street, and to extend and unite with Crosby street, which latter being opened to Lafayette place, would complete a great thoroughfare from the South Ferry to 14th street uniting the extremes of the town. The most crowded part of the city, that lying below Canal street, has avenues parallel to Broadway, at twice the distance apart as those between Canal and 14th streets.

To complete the system of relief streets, Mercer street requires extension to Union Place and southerly across Lispenard, Walker, White and Franklin streets, and thence turning into Erie Place, the depot of the New York and Erie railroad. The Sixth Avenue also requires a direct extension from Bleecker to the foot of Canal street, when the latter point would become what it should and will be, the great railroad and steamship depot of New York. With the extension of the Sixth avenue, the foot of Canal street would be the concentrating point of three great streets, either of which, Canal especially, could assume the commercial and architectural characteristics of Broadway.

We would deprive New York of no one of its attractions, but on the contrary while we would urge the occupation of the "Park" for its legitimate uses, we would also urge the opening of our great Central Park, the enlargement of the Battery, and the construction of our necessary and great longitudinal avenues, worthy of the unsurpassed commercial position of which we enjoy the rich fruits.

#### Financial Condition of Louisville.

In the very interesting and satisfactory message just made to the General Council by his Honor Mayor Speed, we have a statement of the financial condition of Louisville, which must be gratifying to every citizen who feels any thing like a just pride in the growth and honor of the city.

Mr. Speed accompanies his message with three statistical exhibits, embracing in detail the receipts and expenditures of Louisville for the year ending on the 10th of March last. The first of these statements shows that the assets of the city exceed her liabilities by the sum of \$470,255. The second of them shows that on the 10th of March, 1852, the entire amount of outstanding city bonds was \$683,710. And the third shows that of this sum \$151,710 has since been paid, together with all accruing interest, out of the resources of the sinking fund.

According to statement third, the entire amount of city bonds outstanding on the 9th March, 1854, was \$1,358,710. Of this sum, \$51,710 has since been paid, leaving now \$1,307,000 as the total amount of outstanding city bonds. Of this aggregate, the Mayor says, \$139,000 are chargeable to the sinking fund, and will most certainly be redeemed within the next two years; the remaining \$1,175,000 bonds are issued for subscriptions of Gas and Railroad stocks, except \$75,000 to the city schools. And whilst provision has been made for the payment of principal and interest on the whole of these bonds (except the \$75,000), under contracts with the corporations to which they were issued, the payment of principal and interest on the \$200,000 of bonds first issued to the Louis-



ville and Frankfort Railroad Company, \$200,000 issued to the Jeffersonville Railroad Company, and \$500,000 issued to the Louisville and Nashville Railroad Company, is provided for in the event of failure to make payments on the part of those companies.

The Mayor states further that so soon as the debts now charged upon the sinking fund are paid off, the city will have a sinking fund yielding not less than \$125,000 for the next year thereafter and annually increasing, which may be charged with the payment of interest, and gradual liquidation of the principal of all city bonds, without further resort to special taxation.

Other features of the Message, to which we shall refer hereafter, are quite as interesting and satisfactory as this.—*Louisville Courier.*

#### Journal of Railroad Law.

CONSTRUCTION OF NEW YORK RAILROAD ACTS IN REGARD TO DAMAGES.

*Oldfield, Administrator, &c. vs. The New York and Harlem Railroad Company.*

INGRAHAM, F. J.—This action is to recover damages for the death of a child produced by the carelessness of persons in the employ of the defendants. The action is brought under the statute of 1847. The child was six or seven years of age, living in the neighborhood of the accident. She was taken to the Hospital and died before night. The evidence shows that the car was driven faster than ordinary, that immediately preceding the accident, the driver of the car was looking in a direction different from that in which he was going, and that if he had noticed the child when the witnesses did, the accident might have been avoided. Evidence on the part of the defence was offered to explain or excuse any apparent negligence on the part of the driver. The evidence on this branch of the case to some extent contradictory and was submitted by the Judge to the Jury for their decision, with proper instructions as to the effect of negligence on the part of the driver, as well as on the part of the child. In regard to the child also, I think the same rule must be recognized. There are cases where permitting a very young child to be in the streets without an attendant is of itself evidence of negligence sufficient to defeat an action of this kind, but those cases are of children much younger than this one, and although there may be negligence in permitting such a child to be alone in the streets of a city, unattended, still at her age I am not prepared to say that as a matter of law such negligence is to be presumed. On the contrary I think it is properly to be left to the Jury to say whether under the peculiar circumstances of each case, a child permitted to go through the streets at such an age was or was not possessed of sufficient judgement and discretion to avoid ordinary accidents to which she might be exposed in crossing the streets of the city. The defendants moved for non-suit on this ground, and also for the want of evidence of any pecuniary damage, which motion was denied. The motion was properly denied, as to the negligence, because that was a question for the Jury, and as to the proof of damage, because at any rate there might be nominal damages. Whether the Jury might give more actual proof of damage will be considered on another branch of this case.

At folio 41, a question was asked of a witness, whether there were any guards in front of the car, which was admitted, and to which the defendants counsel excepted. Where the question was the negligence of the defendants and their servants, it certainly was admissible to inquire whether the construction of the car was such as to tend to occasion the accident. If the car had no breaks by which it could be stopped, it might be shown as evidence of carelessness. If it had no guards, and if the use of guards would have prevented it, such evidence was properly laid before the Jury for their consideration.

It is said that the complaint did not warrant such an inquiry, but the complaint did charge the negligence either on the defendants, or their

agents; and although that negligence, as proven, mainly consisted in the acts of the driver, still there was ample room under that charge to add any facts of negligence on the part of the defendants in the construction of their cars which would have aided in causing such injury.

The third point of the defendants is that the Judge erred in charging the Jury "that the plaintiff could recover whatever pecuniary loss the next of kin (the mother) may be supposed to incur in consequence of the loss of the child." This was qualified by adding that the Jury were to give what they should deem fair and just with reference to the pecuniary injury resulting from the death. The Judge also excluded all considerations arising from the sufferings of the child or the anguish of the parent, and confined the rule of damages exclusively to indemnification for a pecuniary loss.

The acts under which this action is brought, are Sep. 1847, p. 575, and Sep. 1849, p. 389. They provide that the action may be maintained and damages recovered whenever a case occurs in which, if death had not ensued, the injured party could have maintained an action. The principle of liability by this section is made the same as if the injured party had survived the accident and had brought an action for the recovery of damages for such injury. In such an action by the injured party it would not for a moment be pretended that it would be necessary for a recovery to show that any actual pecuniary loss should be proven. On the contrary, the mere proof of the injury, and that it was occasioned by the defendants negligence, would be sufficient to sustain a verdict for such damages as a Jury might award.

The second section of the statute, as amended, limits the recovery to \$5,000, and provides "that the Jury may give such damages as they may deem a fair and just compensation with reference to the pecuniary injuries resulting from such death to the wife and next of kin of the deceased person."

I cannot suppose that the Legislature intended to confine the damages in such case to the proof of actual pecuniary loss. Such a supposition would render the law nugatory. The statute was intended to give damages for prospective losses, and not for what could be proven; and to require proof of such loss would be merely to obtain the opinion of witnesses in such a question instead of the opinion of a Judge. I am of the opinion that such was not the intent of the statute, but that the rule in the act is given to the Jury to guide them after they have before them the circumstances of the accident, the condition, relationship, and dependence of the parties, their ability and means of support to be derived from the deceased, (if any,) and other facts of this nature, in forming their opinion of what the pecuniary loss of the next of kin is under such circumstances. When the Judge gave them the words of the statute as the rule of damage, he certainly did not err, and when he told them that the damages were to be what the mother may be supposed to incur by the death of the child, he only told them that the damages were to be a sum which in their opinion would be the pecuniary loss of the next of kin. Any other construction would entirely destroy the intent of the statute, which was to give to the next of kin a right of action for an injury, which the injured person would have had, had not the injury resulted in her death. And we cannot adopt any other conclusion as to the policy of this law and that it was intended to compel persons and corporations engaged in a business which endangered the lives of the citizens, to be more careful than had been the case before its passage and by affording a redress for such injuries, which did not exist before, to punish them for their negligence. Such an intent is evidenced by the 2d section of the act of 1850, which inflicts upon the guilty agent or servant of a company, punishment for the offence for which damages may be recovered.

In the construction of acts passed evidently with the intent of requiring from railroad corpora-

tions, as well as others, more care in regard to the lives of travellers and persons passing thorough the streets and highways, it is not the duty of Courts to adopt views which would tend to render such acts nugatory and enable violators of them to escape with impunity, as was often the case before this statute was enacted, but, on the contrary, to give the statute effect by adopting the evident intent with which it was passed, and holding those who negligently destroy the lives of third persons responsible for the consequences of such negligence.

But it is said that the damages are excessive. The amount awarded by the Jury was \$1,800. A slight excess in the amount under circumstances of the kind which give rise to such an accident, would not justify a reversal of the judgement, and where the amount is resting mainly in the discretion of the Jury, although they have awarded an sum larger than the Court might have granted if the case had been tried without a Jury, such an excess does not warrant a new trial. The Jury have intended to afford an ample compensation for the loss, still although the amount of the verdict is large, it does not afford evidence of prejudice, or partiality, or corruption, and if not there is no ground for granting a new trial because the damages are large.

My conclusion is that the judgement should be affirmed.

WOODRUFF, J.—The evidence relating to the construction of the car, to which objection was made on the trial in this case, was, I think, admissible upon this ground, (even conceding that upon a strict construction of the complaint herein the plaintiff was confined to proof of negligence of the driver in the management thereof,) viz: What would be prudent and careful in the management and driving of a well-constructed car, amply provided with brakes, by which it could be stopped in due time, and with guards to prevent injury to persons in case of accident, might be very imprudent, careless, and even reckless in driving a car ill provided with brakes and guards. And especially in the streets of a city, where numbers are constantly crossing and re-crossing, a car of the latter description should be driven much more slowly and cautiously.

In respect to the rule of damages in a case like the present, I am not satisfied that the latitude given to the jury in the charge in the present case is warranted by the true construction of the statute under which the suit is brought—although the words of the statute were stated to the Jury, they seem at the same time to have been authorized to indulge somewhat freely in considering what damages the "mother may be supposed to incur;" and I think it by no means clear that, when the death of a child of six years of age is contemplated solely "with reference to the pecuniary injury resulting from such death to the next of kin," it can be said that such a death has occasioned any damage; and especially where, as in the present case, the mother, who was the only next of kin, had contracted a second marriage. It is not easy to perceive that the death of her young and dependent offspring could occasion pecuniary loss to her beyond, perhaps, the expense of medical attendance and burial expenses, if borne by her.

The construction of the statute in question is not clear upon this subject. It has been supposed by some to have been only intended for the indemnity of those whose relations to the person killed were such that he or they had a legal right to some pecuniary benefit which would result from a continuance of the life, and which was lost by the death—and not to be applicable to injury like the present, where it caused the death of a child of tender years and yet in a state of dependence.

I am, however, under the circumstances and especially after three trials, (in two of which the Jury failed to agree,) disposed to concur with my brethren in affirming the judgement, leaving the defendants, if so advised, to prosecute their ap-



peal and obtain a construction of the statute in question from the Court of last resort.

## American Railroad Journal.

Saturday, June 10, 1884.

### Price of Locomotives.

The profits of Locomotive building are less now than at two or three years since, owing to a difficulty in obtaining advances in prices proportionate to the advanced rates of labor and materials, and to the more expensive construction of locomotives as now made. We know of a large establishment of good reputation, and commanding constant employment, but which has yielded less and less profits each year for the two or three years just passed, owing to this difficulty. Where, two years since, many roads were paying from \$7000 to \$8000 for their heaviest engines, it is difficult to advance prices to paying rates, under the present charges upon locomotive builders. The prices of engines must gradually rise to a paying point, else we fear our roads will suffer the effects of unsound work. One or two establishments of our acquaintance, who have never resorted to expedients to cheapen their engines at the expense of safety, durability or efficiency, and who are determined to sustain a reputation so richly deserved, have already boldly established prices, which while they are the lowest compatible with the present aspects of the trade, will yet pay a just profit. The limit of price of the heaviest first class engines, in demand for heavy business, will probably reach \$12,000, and we feel satisfied that proportionate prices must be paid for engines of each class in order to secure good work to the purchaser.

Engines are made in a better manner and at more expense now than at two or three years ago. A heavier engine is now built for a given cylinder capacity, while wrought iron and brass are used in many parts formerly made of cast iron, which is the cheapest material which a locomotive builder can use in the construction of his work.

### North and South Railroad.

A numerously attended meeting, in favor of the above project, which contemplates the construction of a railroad from the Jersey shore, opposite the Narrows, through Eastern New Jersey, Delaware and Maryland, to the Chesapeake Bay opposite Norfolk, was held in this city, at the Astor House, on the 31st ult. A number of influential gentlemen were present from all the States named, as well as from New York. The road will run direct from Raritan Bay to Delaware Bay, where a ferry of about 12 miles will be required, thence to Cape Charles, opposite Norfolk. The whole distance between New York and Norfolk will not exceed 300 miles. It is estimated that the road can be built for \$4,000,000. The route is remarkably favorable.

The above work is an important one for New York, in opening a new avenue to a section of country that, for want of such, has but limited intercourse with this city. It would enable the traveler to reach Norfolk in just about the time it now takes him to reach Baltimore, effecting a saving of some 12 hours over the old route. It would prove a most valuable work to the city, as

## Railway Share List.

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Miles open.	Capital paid in.	Debt.	Total cost of road and equipment.	Gross Earnings for last official year.	Net Earnings for last official year.	Dividend for 1883.	Price of Shares.
Atlantic and St. Lawrence. . . . . Maine.	150	1,538,100	2,973,700	5,973,700	254,743	118,520	none	83
Androscoggin and Kennebec. . . . .	55	824,362	1,043,540	2,036,140	177,003	80,053	none	80
Kennebec and Portland. . . . .	72	1,073,673	1,439,694	2,520,981	168,114	100,562	none	41
Port. Saco and Portsmouth. . . . .	61	1,355,500	123,884	1,459,384	208,669	6	98	
York and Cumberland. . . . .	20	235,747	341,100	713,605	23,946	11,256	none	24
Boston, Concord and Montreal. N. H.	93	1,649,278	622,200	2,540,217	150,538	79,659	none	27
Concord. . . . .	35	1,485,000	none.	1,485,000	305,805	141,836	8	104
Cheshire. . . . .	54	2,078,625	720,900	3,002,094	287,768	55,266	5	35
Northern. . . . .	82	3,016,684	none.	none.	328,782	163,075	5	49
Manchester and Lawrence. . . . .	24	717,543	none.	none.	none.	none.	6	88
Nashua and Lowell. . . . .	15	600,000	none.	651,214	132,545	51,513	8	104
Portsmouth and Concord. . . . .	47	none.	1,400,000	none.	none.	none.	none.	none.
Sullivan. . . . .	26	none.	673,500	none.	none.	none.	none.	none.
Connecticut and Passumpsic. . . . . Vt.	61	1,097,600	550,000	1,745,518	495,397	266,539	none	21
Rutland. . . . .	120	2,486,000	2,429,100	5,577,467	495,397	266,539	none	9
Vermont Central. . . . .	117	8,500,000	8,500,000	12,000,000	none.	none.	none.	61
Vermont and Canada. . . . .	47	1,500,000	1,500,000	1,500,000	Leased to the Vt. Cent.	Leased to the Vt. Cent.	Leased to the Vt. Cent.	924
Western Vermont. . . . .	51	392,000	700,000	none.	Recently opened.	none.	none.	none.
Vermont Valley. . . . .	24	none.	none.	none.	none.	none.	none.	none.
Boston and Lowell. . . . . Mass.	28	1,880,000	206,190	2,044,536	434,599	114,098	0	90
Boston and Maine. . . . .	83	4,076,974	150,000	4,111,315	603,024	418,358	8	104
Boston and Providence. . . . .	55	3,160,000	402,326	3,579,041	509,320	226,639	6	82
Boston and Worcester. . . . .	69	4,500,000	590,541	4,850,754	887,219	413,289	7	100
Cape Cod branch. . . . .	29	421,950	180,000	633,906	68,942	26,412	5	40
Connecticut River. . . . .	52	1,591,110	286,368	1,802,244	258,220	102,098	4	57
Eastern. . . . .	58	2,850,000	1,192,975	3,120,391	320,810	310,876	6	80
Fall River. . . . .	42	1,050,000	6,208	1,050,000	294,133	126,589	8	97
Fitchburg. . . . .	67	3,540,000	191,500	3,716,870	626,659	214,633	6	90
New Bedford and Taunton. . . . .	20	500,000	none.	529,964	188,442	46,839	7	117
Boston and New York Central Old Colony. . . . .	74	1,159,228	963,370	2,221,068	90,315	35,214	none	67
Taunton Branch. . . . .	45	1,964,070	295,038	2,293,534	374,897	122,866	none	98
Vermont and Massachusetts. . . . .	11	250,000	none.	307,138	159,738	21,490	8	101
Worcester and Nashua. . . . .	77	2,233,939	1,139,615	3,207,818	244,323	13,144	none	154
Western. . . . .	46	1,140,000	194,445	1,342,593	182,398	81,807	5	61
Stonington. . . . . R. I.	155	5,150,000	5,319,520	9,953,258	1,025,224	746,736	7	96
Providence and Worcester. . . . . Conn.	50	467,700	467,700	240,572	110,892	110,892	70	
Canal. . . . .	40	1,457,500	300,000	1,791,999	291,417	120,892	6	95
Hartford and New Haven. . . . .	45	922,500	500,000	1,400,000	none.	none.	4	65
Housatonic. . . . .	72	2,350,000	800,000	3,150,000	639,529	294,209	10	120
Hartford, Prov. and Fishkill. . . . .	110	none.	2,500,000	329,041	168,902	none.	none.	none.
New London, Wil. and Palmer. . . . .	50	558,861	800,000	1,511,111	114,410	none.	none.	none.
New York and New Haven. . . . .	66	3,000,000	1,641,000	4,978,487	806,713	428,173	7	93
Naugatuck. . . . .	82	926,000	440,000	none.	none.	none.	8	none.
New London and New Haven. . . . .	55	760,500	650,000	1,380,610	Recently opened.	none.	none.	40
Norwich and Worcester. . . . .	54	2,121,110	701,600	2,596,488	267,561	116,965	4	56
Buffalo and New York City. . . . . N. Y.	91	900,000	1,550,000	2,550,500	Recently opened.	none.	none.	none.
Buffalo, Corning and N. York. . . . .	132	none.	none.	none.	In progress.	none.	none.	65
Buffalo and State Line. . . . .	69	879,636	872,000	1,921,270	Recently opened.	none.	130	
Canandaigua and Niagara F. . . . .	50	none.	none.	none.	In progress.	none.	none.	none.
Canandaigua and Elmira. . . . .	47	425,509	582,400	987,627	76,760	39,360	none.	none.
Cayuga and Susquehanna. . . . .	35	687,000	400,000	1,070,786	74,241	23,496	none.	none.
Erie, (New York and Erie). . . . .	464	10,000,000	24,003,865	33,070,863	4,318,962	1,800,181	7	68
Hudson River. . . . .	144	3,740,515	7,046,395	10,527,654	1,063,659	338,783	none.	64
Harlem. . . . .	130	4,725,250	977,463	6,102,935	681,445	324,494	4	48
Long Island. . . . .	95	1,875,148	516,246	2,446,391	205,068	44,070	none.	28
New York Central. . . . .	504	23,085,600	10,773,823	33,859,423	none.	none.	102	
Ogdensburg (Northern). . . . .	118	1,579,969	2,969,760	5,133,834	480,187	195,847	15	151
Oswego and Syracuse. . . . .	35	350,000	206,000	633,598	92,353	46,072	70	
Plattsburg and Montreal. . . . .	23	174,042	181,000	349,775	Recently opened.	none.	none.	none.
Rensselaer and Saratoga. . . . .	25	610,000	25,000	774,495	213,078	96,737	none.	none.
Rutland and Washington. . . . .	60	850,000	400,000	1,250,000	Recently opened.	none.	none.	none.
Saratoga and Washington. . . . .	41	899,800	940,000	1,832,945	173,545	135,017	none.	30
Troy and Rutland. . . . .	32	237,690	100,000	329,577	Recently opened.	none.	33	
Troy and Boston. . . . .	39	430,936	700,000	1,043,357	Recently opened.	none.	none.	none.
Watertown and Rome. . . . .	96	1,011,940	650,000	1,693,711	225,162	116,706	8	92
Camden and Amboy. . . . . N. J.	65	1,500,000	none.	4,327,493	1,388,385	478,413	10	148
Morris and Essex. . . . .	45	1,022,420	128,000	1,220,325	149,941	79,252	7	100
New Jersey. . . . .	31	2,197,840	476,000	3,245,720	603,942	316,259	10	181
New Jersey Central. . . . .	63	986,106	1,500,000	2,379,880	260,899	124,740	3	100
Cumberland Valley. . . . . Penn.	56	1,184,500	13,000	1,255,143	113,617	76,890	5	100
Erie and North East. . . . .	20	800,000	none.	800,000	Recently opened.	none.	125	
Harrisburgh and Lancaster. . . . .	36	830,104	713,227	1,702,523	265,327	106,320	8	55
Philadelphia and Reading. . . . .	95	6,656,332	10,427,800	17,141,987	2,480,626	1,251,987	7	78
Philad., Wilmington and Balt. . . . .	98	5,000,000	2,399,166	8,067,286	868,038	541,769	5	74



## Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Miles open.	Capital paid in.	Funded debt.	Tot. cost of road and equipm't.	Gross earnings for last official year.	Net earnings for last official yr.	Dividend for do.	Price of shares.
Pennsylvania Central.....	Penn. 250	9,768,155	5,000,000	13,600,000	1,943,827	617,625	....	97
Philadelphia and Trenton.....	" 30	.....	.....	.....	.....	.....	.....	.....
Pennsylvania Coal Co.....	" 47	.....	.....	.....	.....	.....	.....	102 1/2
Baltimore and Ohio.....	Md. 381	13,118,902	5,677,103	22,254,338	2,033,420	798,193	7	58
Washington branch.....	" 38	1,650,000	.....	1,650,000	348,622	216,237	8	.....
Baltimore and Susquehanna.....	" 57	.....	.....	.....	418,678	152,536	.....	.....
Alexandria and Orange.....	Va. 65	.....	.....	In prog.	.....	.....	.....	.....
Manassas Gap.....	" 27	.....	.....	In prog.	.....	.....	.....	.....
Petersburgh.....	" 64	769,000	173,867	1,163,928	227,593	72,370	7	77
Richmond and Danville.....	" 73	1,372,324	200,000	In prog.	.....	.....	.....	70
Richmond and Petersburg.....	" 22	685,000	.....	1,100,000	122,861	74,118	none	40
Rich., Fred. and Potomac.....	" 76	1,000,000	503,006	1,531,238	254,376	113,256	7	100
South Side.....	" 62	1,357,778	640,000	2,106,467	62,762	.....	.....	.....
Virginia Central.....	" 107	1,673,684	469,150	2,392,215	210,052	99,077	10	50
Virginia and Tennessee.....	" 73	2,650,091	707,958	3,545,256	109,208	42,736	none	98
Winchester and Potomac.....	" 32	180,000	120,000	416,532	89,776	.....	12	.....
Wilmington and Raleigh.....	N. C. 161	1,338,878	1,134,698	2,965,574	510,038	153,898	6	.....
Charlotte and South Carolina.....	S. C. 110	.....	.....	.....	.....	.....	.....	.....
Greenville and Columbia.....	" 140	1,004,231	500,000	In prog.	.....	.....	.....	.....
South Carolina.....	" 242	3,858,840	3,000,000	7,002,396	1,000,717	609,711	7	125
Wilmington and Manchester.....	" 191	3,500,000	418,187	3,465,879	956,074	535,608	8	116
Georgia Central.....	Ga. 211	4,000,000	1,214	.....	934,424	456,468	7 1/2	.....
Georgia.....	" 101	1,013,088	163,000	1,277,334	278,739	149,960	9	101
Macon and Western.....	" 71	.....	.....	In prog.	59,590	21,731	.....	.....
Muscogee.....	" 60	586,887	150,000	743,525	129,395	71,535	8	.....
South Western.....	" 55	.....	.....	In prog.	.....	.....	.....	.....
Alabama and Tennessee River.....	Ala. 93	776,259	400,000	In prog.	.....	.....	.....	.....
Memphis and Charleston.....	" 33	879,868	.....	In prog.	.....	.....	.....	.....
Mobile and Ohio.....	" 88	688,611	.....	1,330,960	173,542	76,079	8	.....
Montgomery and West Point.....	Miss. 60	.....	.....	.....	.....	.....	.....	.....
Southern.....	Tenn. 80	835,000	541,000	In prog.	.....	.....	.....	.....
East Tennessee and Georgia.....	" 125	2,093,814	850,000	In prog.	.....	.....	.....	.....
Nashville and Chattanooga.....	" 38	1,430,150	900,000	In prog.	.....	.....	.....	63
Covington and Lexington.....	Ky. 29	357,218	.....	584,902	87,421	44,250	.....	80
Frankfort and Lexington.....	" 65	.....	.....	.....	.....	.....	.....	.....
Louisville and Frankfort.....	" 100	1,979,100	1,142,200	3,279,908	432,682	267,278	10	76 1/2
Maysville and Lexington.....	Ohio. 147	2,000,000	1,600,000	.....	.....	.....	.....	90
Cleveland and Pittsburgh.....	" 95	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo.....	" 135	3,027,000	408,200	3,655,000	777,793	483,454	12	116
Cleveland and Erie.....	" 46	.....	.....	2,000,000	.....	.....	.....	65
Cleveland and Columbus.....	" 61	.....	.....	.....	.....	.....	.....	.....
Columbus, Piqua and Indiana.....	" 60	2,100,000	500,000	2,659,653	321,793	200,967	.....	102 1/2
Columbus and Lake Erie.....	" 40	310,000	550,000	925,000	.....	.....	.....	62
Cincinnati, Ham. and Dayton.....	" 20	.....	.....	In prog.	.....	.....	.....	75
Cincinnati and Marietta.....	" 36	.....	.....	.....	.....	.....	.....	.....
Dayton and Western.....	" 31	.....	.....	.....	.....	.....	.....	56
Dayton and Michigan.....	" 37	.....	.....	In prog.	.....	.....	.....	.....
Eaton and Hamilton.....	" 84	2,668,402	482,000	3,169,733	667,559	352,133	10	111
Greenville and Miami.....	" 167	900,000	1,000,000	1,855,000	.....	.....	.....	.....
Hillsboro.....	" 57	2,387,200	1,767,000	4,110,148	540,518	113,401	.....	77 1/2
Little Miami.....	" 57	.....	.....	In prog.	.....	.....	.....	79
Mansfield and Sandusky.....	" 187	1,750,700	2,450,000	.....	.....	.....	.....	.....
Mad River and Lake Erie.....	" 44	750,000	300,000	In prog.	.....	.....	.....	.....
Ohio Central.....	" 54	1,291,700	26,000	1,310,062	314,434	168,612	10	107
Ohio and Mississippi.....	" 31	.....	.....	In prog.	237,506	.....	.....	.....
Ohio and Pennsylvania.....	" 83	.....	.....	.....	.....	.....	.....	77 1/2
Ohio and Indiana.....	" 90	1,128,436	1,289,000	1,869,932	.....	.....	.....	90
Scioto and Hocking Valley.....	" 62	.....	.....	.....	.....	.....	.....	76
Columbus and Xenia.....	" 159	2,647,700	1,241,300	2,400,000	516,414	268,075	10	32
Evansville and Illinois.....	Ind. 72	632,387	663,100	1,853,019	105,944	71,446	4	108
Indiana Central.....	" 135	2,400,000	4,000,000	4,600,000	.....	.....	.....	.....
Indiana Northern.....	" 92	.....	500,000	In prog.	473,548	286,152	.....	126
Indianapolis and Bellefontaine.....	" 315	.....	8,741,564	7,276,616	1,200,922	586,929	17	119 1/2
Indianapolis and Cincinnati.....	" 282	.....	3,977,563	8,618,505	1,145,598	582,816	8	104 1/2
Lafayette and Indianapolis.....	" 38	.....	non	In prog.	.....	.....	.....	.....
Madison, Indianapolis & Peru.....	" 38	.....	.....	.....	.....	.....	.....	.....
Terre Haute and Indianapolis.....	" 38	.....	.....	.....	.....	.....	.....	.....
Rock Island and Chicago.....	Ill. 135	2,400,000	4,000,000	4,600,000	.....	.....	.....	.....
Chicago and Mississippi.....	" 92	.....	500,000	In prog.	473,548	286,152	.....	126
Illinois Central.....	" 315	.....	8,741,564	7,276,616	1,200,922	586,929	17	119 1/2
Galena and Chicago.....	" 282	.....	3,977,563	8,618,505	1,145,598	582,816	8	104 1/2
Michigan Southern and Ind. N. Mich.....	" 38	.....	non	In prog.	.....	.....	.....	.....
Michigan Central.....	" 38	.....	.....	.....	.....	.....	.....	.....
Pacific.....	Mo. 38	.....	.....	.....	.....	.....	.....	.....

it traverses for its whole length a district from which our people obtain their supplies of early fruit and vegetables. The greater part of the route is through an excellent farming country.

From the character of the parties connected with the project, we presume it will be commenced immediately, and completed at the earliest practicable moment.

## Coal.

We adverted last week to the want of a great road between our city and the coal regions. Such an enterprise has remained unfinished for the want of time, in the midst of other employments of our capital and energy. The want of such a work was never greater than now. The Delaware and Hudson Company, with its stock at 116, brings us about 500,000 tons yearly; and the Morris Canal, during 1853, brought 235,800 tons; the amount of both being less than one-half of our ordinary domestic demand.

The coal regions of Pennsylvania are becoming the objects of a large amount of railroad enterprise in neighboring cities. The northern Pennsylvania, and the Northern Central of Maryland, will occupy some of the best local sources of reception. Upon the development of the coal trade of those roads it will seek New York through Philadelphia and Baltimore, unless our city secures in the meantime corresponding facilities of her own.

A consolidated line from New York to the North Branch of the Susquehanna at Pittston would secure the shortest access, not only to the coal region, but to the Western part of New York and to the whole system of roads approaching the southern border of our state from the west.

As an investment, a coal road, aiming also to a complete connection with the ultimate railroad system of Northern Pennsylvania, would command returns not exceeded by any coming from railroad business in the west.

## Notice to Bridge Builders.

Proposals will be received until Monday June 8 at the Engineers Office, Huntingdon Pa. for the superstructure of Bridges on Trestle Works, of the Huntingdon and Broad Top Railroad. Plans and specifications will be exhibited at the office, or Contractors may present their own plans with their bids.

S. W. MIFFLIN, Chief Eng.  
Huntingdon, May 6, 1854.

## EXTENSION OF TIME.

THE period for receiving proposals for the Superstructure of Bridges and Trestle work on the Huntingdon and Broad Top Railroad, has been extended, by order of the Board of Directors, to Saturday evening, June 24th.

S. W. MIFFLIN Chief Eng.  
Huntingdon, Pa., June 7, 1854.

## Buffalo and Brantford Railroad.

The Rochester papers announce that the Hon. James Wadsworth, President of the Buffalo and Brantford Railroad, who has recently returned from England, where he has been on business connected with the road, has been eminently successful in the objects of his voyage—the negotiation of the bonds of the Company and the purchase of iron for the remainder of the road—and that its completion to Goderich will be prosecuted with all possible dispatch.

**Buffalo and New York City Railroad.**

The Committee of bondholders appointed to inquire into the causes of the non-payment of the interest recently falling due on a portion of the first mortgage bonds of the Company, and also into the condition of its financial affairs, prospects, &c., have submitted their report, which in substance is as follows:

It appears that the whole amount expended by the Company in construction has been \$3,552,638, which sum has been received from

Capital stock.....	\$798,400
Funded and floating debt.....	2,753,635
	<b>\$3,552,035</b>

For this sum the committee state that the company have a well constructed road of 91 miles in length; a large amount of real estate in the city of Buffalo, worth at least \$400,000, a complete rolling stock and equipment, consisting of 16 locomotives, 16 passenger cars, 138 freight cars, 70 gravel cars, with the usual complement of baggage, emigrant and mail cars.

The accounts of the earnings and expenses of the road are in the charge of a faithful and experienced officer, and seem to be in a high state of order and system.

The committee state they wish they could speak with equal satisfaction of the financial condition of the company, which they state to be as follows:

First mortgage bonds sold and hypothecated.....	\$1,200,000
Second mortgage do.....	500,000
Third mortgage do.....	575,000

Total mortgage.....\$2,275,000

**BONDS ISSUED.**

Of these of the first are actually sold.....	\$1,044,000
Of the second.....	6,000
Of the third.....	359,000
Of the first mortgage bonds are hypothecated.....	156,000
Of the second.....	494,000
Of the third.....	216,000—866,000

Total.....\$2,275,000

Of the mortgage bonds, then, there are held by bona fide holders.....\$1,409,000

As security.....866,000

Total.....\$2,275,000

This latter amount of \$866,000 is held against a part of the floating debt which as appears by the report, amounts to.....\$1,181,635

A considerable amount of the floating debt is without security, and a large part of it has been put in suit.

The amount of judgments actually recovered, including one of Mr. Patchin, the President, for \$155,632 72, (for cash advances claimed to have been made to the company rendered Dec. 3, 1853, is.....\$211,056 35

Of demands now in suit on which judgment will soon be obtained... 265,043 87

Total amount of judgments now recovered or soon to be obtained....\$476,100 22

Income bonds have been issued to the amount of.....\$163,000 00

In addition to this (says the report), on the 27th December the company executed a chattel mortgage on the rolling stock and equipment of the road to two of its judgment creditors, to secure the payment of \$86,000, of which sum a portion has been paid. [How far this chattel mortgage takes precedence of the prior mortgages on the road in which the rolling stock is specified,

the Committee do not intend to express an opinion.]

In March last the Sheriff of Erie County was required to sell the personal property of the Company, including its rolling stock, under an execution obtained against the road by the Lackawanna Iron and Coal Company, on the 27th Feb., 1854, for \$10,502 13, and did so. The property was struck off to Mr. Patchin, the President of the Company, (also, it will be recollected, a judgment creditor to a large amount,) in his own name and for the sum of about \$15,000.

By virtue of these proceedings Mr. Patchin claims now to hold the rolling stock in his own right, subject only to the chattel mortgage above referred to. As to the validity of this claim, your Committee do not intend to express any opinion, but it is proper to say that Mr. Patchin also expresses his willingness and intention, in case the affairs of the Company are put on a satisfactory basis, to relinquish any personal claim that he may have to the rolling stock, and your Committee have full confidence that Mr. Patchin will not permit any interest that he may have in this question to stand in the way of the permanent welfare of the road.

Such then is the general condition of the affairs of the company. With a capital stock of less than eight hundred thousand dollars, mortgage bonds issued to \$2,275,000, or three times the amount of the capital stock. Income bonds to the amount of \$163,000. Judgments against the Company actually obtained, or on the eve of being so, for \$476,000, or three-fourths of the amount of the stock. A chattel mortgage on all the rolling stock and equipments of the road, to secure a sum of \$86,000, and a sale of the personal property under execution, subject to that mortgage, it would be equally idle and impolitic to endeavor to conceal the fact that the present financial position of the company is one of the most serious difficulty and embarrassment.

We turn now to the next branch of the inquiry which your committee was instructed to make, viz: as to the present business and future prospects of the road: for here must be sought the real practical solution of the problem on which we are engaged. In this respect, also, the result is unsatisfactory. By the statement made by this company, as it appears in the report of the State Engineer, made to the Assembly on the 16th of February, 1854, (Assembly Documents No. 120,) the cash receipts of the road for the year ending September 30, 1853, were.....\$194,898 43

And the the expenses of operating and maintaining the road cars, &c., were.....\$162,004 90

Leaving a net revenue for the year of \$32,893 53

(in fact, however, only about eleven months, as the road opened throughout the line on the 1st November, 1852.) Such is the result of the last year.

As to the present year, Schedule 2, annexed to the answers of the Board, shows that the total receipts of the company for March and April, 1854, were.....\$37,651 46

Whilst the expenses for the same time were.....34,961 75

Leaving a net business for two months of.....\$2,687 70

To which, if we had the sum of.....8,535 92

expended during the same time on repairs of the track, as appears by answer 17 of the Board, the net receipts for the last two months will

be.....\$11,225 62

The above calculation is important because it goes to explain the non-payment of the interest due on the 1st inst., but if unaccompanied by further explanations would, in the judgment of your committee, give a very erroneous opinion as to the business of the road. In the first place, the sum above stated, small as it is, is a very considera-

ble increase for the same time last year. The road opened in November, 1852: the receipts in March and April, 1853, were but.....\$29,857 88 (See statement prepared by Mr. Townsend, annexed.) Showing an increase this year of about 38 per cent.

Again the business of the last year during the Fall months was very much larger. The receipts of the road for September, 1853, were \$36,272 34

October.....41,645 35

November.....29,401 12

While the expenses in October, 1853, were.....13,578 58

November.....13,945 79

Showing that the business of the road, and its receipts can be greatly increased without any addition of expenditure.

If the business of the road increases during the remainder of the present year, in the same ratio that it has the last two months, the revenue will be very largely augmented.

It is indeed, in the judgment of your committee, to the gradual and steady increase of the business of the road, that all parties interested in it must look for their ultimate support and production.

It would be an easy matter to involve the company in litigation—to overwhelm it with suits—to put it into the hand of receivers—to stop its operations altogether; but there is no one of its creditors in the present position of its affairs who will not consult his own interest, by pursuing a more patient and forbearing course.

The interest of the mortgage bond-holders, the most favored class of the creditors, is largely represented in your committee; but we are clearly and unanimously of opinion that it would be neither equitable nor expedient to pursue a rigorous and a stringent course to the disregard of the interest of the large body of stockholders, and of the wishes and feelings of the numerous local population scattered along the line of the route.

As regards the stockholders particularly, it appears clear to your committee that no such proceedings should be taken until they have been fully apprised of the condition of the company, and invited to give their aid and co-operation.

Looking then to the gradual growth of the business of the road, your committee do not hesitate to express the opinion that the longer the road is known, and the more it is considered, the more favorably its prospects will be regarded.

The way travel is steadily and certainly increasing—a very valuable and fertile tract of country is opened for cultivation and settlement, and the magnificent gorges and cascades of the Genesee River must soon make Portage, situated half way between Hornellsville and Buffalo, one of the principal points of attraction for summer travelers.

But other and more important considerations present themselves. The opinion appears to be rapidly gaining ground, that the natural terminus of the New York and Erie Railroad on the Lakes, is at Buffalo, and not at Dunkirk, and that in the same way as the Piermont terminus on the Hudson River has been in a good part abandoned in favor of New York, so the Dunkirk terminus must sooner or later be abandoned in favor of Buffalo. The comparative size and importance of the two places, the relative merits of the harbors, the different class of vessels that ply between the two ports, and the general course of the great western trade, seem strongly to sustain these views; and, in connection with this it is a fact worthy of notice, that the distance from Hornellsville, over the Buffalo and New York City Railroad, via Buffalo to Dunkirk, is the same, with the difference of four miles, as that from Hornellsville direct to Dunkirk over the Erie Railroad.

If your committee be correct in supposing that a due regard for their own interest must finally induce the New York and Erie Railroad Company to make their western terminus at Buffalo, then there can be no doubt whatever as to the ultimate prosperity of the Buffalo and New York City Rail-



road. There is no other connection between Buffalo and the New York and Erie Railroad, that can at all compete with it, and regarded as an indispensable link in the chain of communication between Buffalo and New York, by the way of the latter road, its importance at once becomes manifest. As compared with the Central Road, the distance is shorter by twenty-one miles, and that with the difference of gauge, the picturesque character of the country, and the great freighting interest of the southern tier of counties, must always give it a great share of the business.

For the purpose of relieving the company from its embarrassments, the committee recommended that:—

"The present stockholders of the Company raise the sum of \$150,000 by the issue of a preferred stock under the recent act of the Legislature above referred to; this sum to be applied towards the payment of the debts for which the second mortgage bonds are pledged, and to cancel said bonds, so as practically to make the third mortgage a second mortgage, provided that the holders of the unsecured floating debt will consent to receive payment thereof, part in third mortgage bonds and part in preferred stock, in as nearly equal proportions as may be, and provided, further, that the holders of the third mortgage bonds will raise the sum of \$200,000, to be applied to the object above stated, of cancelling the second mortgage bonds, and receive for said \$200,000 third mortgage bonds. This arrangement to be assented to by the parties interested by the 1st day of July next."

In speaking of the management of the Company, the committee state:—

"That after making an examination of the affairs of the Company as close and careful as the short time given as has rendered possible, everything that we have seen is highly satisfactory as to the character of the present Directory. That there have been mistakes in the management is obvious and it would not be difficult to point them out, but because we are losers we must not therefore be unjust. We have seen nothing in the slightest degree to shake our confidence in the good faith and integrity of the board, and we should be doing less than our duty if we omitted to express our sense of the devotion and energy with which Mr. PARCHIN has labored to carry through the arduous enterprise placed under his charge.

The report of the committee is as satisfactory as it can be, the condition of the company being considered. It is important to know why the expenses of operating the road bear so large a proportion to its receipts. For the length of road, the receipts though not large, are equal to those of other roads which are able to declare a fair dividend upon their cost. With receipts of only \$300,000 per annum, one-half should have been left for net earnings; more than enough to have paid the interest on the first mortgage. Estimating the increase of receipts at 50 per cent. which will not exceed the average of new roads, and in a very few years a net income, ample for the interest on all the bonds issued, would be realized.

We presume the connection of the above road with the Erie has been prejudicial to its interests, and accounts for the fact that nearly all the income has been absorbed in expenses. The road is properly regarded as the complement of the Erie road, taking Buffalo as the terminus of both. A road of similar character, and of corresponding equipment, was consequently built. Depot grounds and buildings commensurate with the magnitude of the business of the Erie road were purchased and constructed. In other words, twice as expensive a road has been built as would have been,

but for the Erie. The trains of the Buffalo and New York City Railroad have been run to accommodate those of the former, involving a very heavy cost of operating the road, without any corresponding advantage in receipts. It is undoubtedly true, that all the business carried to and received from the Erie road has been done at a loss. This Company, having an independent line to the Lake, has acted upon the idea that the interests of the Buffalo and New York City Railroad have been opposed to its own, and have probably discouraged, as much as possible, the use of the former, by passengers and freight passing over its own line.

So much for the past history of the Buffalo and New York City Railroad. Its future is what still more concerns the public. This, we think, is more flattering than what we have seen. The above road must have a fair local business, which must rapidly increase. The greater part of its line is not subject to competition from other roads. From the Valley of the Susquehanna to Buffalo, it is probably the best route. Buffalo is the proper Lake terminus of the Erie railroad. This is a city of 75,000 people, between which and all portions of Western New York, an active and constantly increasing intercourse exists. The construction of the Great Western Railroad of Canada places Buffalo en route, of the shortest line to Detroit and Chicago, a fact which cannot fail to make Buffalo a point in the line of the greater part of the travel between the East and the West. All these facts are in favor of the Buffalo and New York City Railroad. In addition, it is well known that both Philadelphia and Balt. are rapidly pushing forward railroads to a connection with the Erie, for the purpose of reaching the trade of the Lakes concentrating at Buffalo. These roads must make use of the Buffalo and New York City road to accomplish these objects. If the construction of these roads is warranted, certainly that of the Buffalo and New York City has been.

Our convictions are that the Buffalo and New York City Railroad must speedily prove sufficiently remunerative to provide for the interest on its funded debt. We have no doubt that its business will rapidly increase, while a better adaptation of its operations to the character of its business will secure a large reduction in expenses. As it is, we presume the net profits of the past year were sufficient to pay the interest on the first mortgage. It is generally the case in roads similarly situated, that a considerable portion of the receipts for the first year or two goes into construction. The managers, in the embarrassed condition of affairs, are apt to use the earnings to meet the most pressing exigencies, trusting to be able to meet, from other sources, those to which the earnings should be legally applied. To a certain extent, this would seem to be the case with the managers of the Buffalo and New York City Railroad, as we cannot doubt that the net earnings for a year past have been sufficient to pay the interest on the first mortgage.

The policy recommended by the Committee is undoubtedly the right one. The default of the Company can be accounted for without any implication of bad faith. That there has been a mistake in judgment they do not attempt to conceal. It is certainly the wise course to endeavor to resuscitate the company, to restore its credit, and

to put it in a position to achieve success, than to crush it. Any other course may completely destroy the rights of the stockholders, and parties holding the floating debt, and throw the road in the hands of the mortgagees. The paramount interests are the holders of the first mortgage bonds. When these are satisfied, the parties entitled to payment are in the order of their securities. We hope the success of the road will be such as not to call for the interference of any of the creditors.

The railroad interest should learn one lesson from the history of the above road; the folly of attempting to construct roads almost entirely upon credit. For the want of a suitable stock basis, the cost of the road must have been increased enormously. A very large amount of stock will not be subscribed except upon good routes. When there are a strong list of stockholders, they can carry the load should the road get into difficulty, without being forced into the market.

The Committee were continued in power, and authorized to confer with the Erie Railroad Company upon subjects interesting both companies.

#### Cincinnati Hamilton and Dayton Railroad.

The fourth annual report to the Stockholders of the above road, dated May 1, 1854, presents a full statement of the condition of the road.

The earnings of the year ending April 1, 1854, amount to \$463,021.45, an increase over last year of \$141,228.28. The increase in the number of passengers over last year is 106,126, the number now carried per day being more than 1200.

During the past year, two cash dividends, of five per cent. each, have been made, leaving a surplus to the credit of Income Account, of fifty thousand dollars, after carrying to Renewal and Depreciation Account the sum of forty-two thousand nine hundred and thirty-nine dollars.

The first Mortgage Bonds have all been converted into Stock, and the mortgage has been cancelled. The whole amount of stock now issued, is two millions one hundred thousand dollars—being four hundred thousand less than the authorized capital of the Company.

There have been expended during the past year, for Construction, Equipments, Subscriptions to connecting railroads, Real estate purchased, &c., the sum of \$583,173.93. To meet these expenses 1250 additional bonds were issued last fall, \$1000 each, unconvertible, seven per cent.; but owing to the stringency of the money market only 862 have been sold.

This accounts for the floating debt of the company as seen by the Bills Payable account.

The expenses of the last year have been increased by the re-construction of the bridges which were destroyed by the flood and by fire, by the erection of a new engine house in Cincinnati, 165 feet in diameter, at a cost of \$30,000, and by the purchase of real estate to the amount of about \$30,000.

The work on a second track between Cincinnati and Hamilton, is in progress, and will probably be completed within contract time. From Hamilton to the junction with the Hamilton and Eaton road, the second track is laid, and the cars are running upon it.

At Dayton six railroad companies, whose lines terminate there, propose to erect the coming year with the present company, a commodious depot for the common use of all. The grounds are already purchased.



The gauge of this road is now to be extended to Indianapolis, to Chicago, and Fort Wayne, by the different roads connecting from those points. And the Richmond and New Castle Company, by a former understanding with this Company, having laid twenty seven miles with the Indianapolis gauge, has it now relaid by a mutual arrangement, with the gauge of this road, so that the cars now run through from Cincinnati to New Castle upon a uniform gauge. So many branch lines making use of this road for the conveyance of their freight and passengers to Cincinnati, it has been necessary at a great expense to increase the depot facilities at Cincinnati.

In return for these extra outlays, the Companies forming the line to Chicago have agreed that for all through freights, coming from or going to all points beyond Richmond, Indiana, the Cincinnati, Hamilton, and Dayton Railroad Company shall receive the profits of twelve miles of road beyond its real length.

This agreement continues 21 years, and thereafter until notice be given to the contrary. The consideration for this agreement was that this company should furnish machinery to the C. L. and C. Company, to the amount of \$100,000, and pay \$125,000, and to receive of that company in return \$300,000 stock.

These two lines will form a direct route from Cincinnati to Chicago, a route the value of which can hardly be estimated, passing through a rich portion of country, and over which there must pass a vast amount of travel.

From Cincinnati to New Castle 98 miles, the line is now complete, and by next fall the Directors hope to have it completed to Logansport. The Junction road from Hamilton to Indianapolis is all under contract, it will have the same gauge as this, and will form with it an exclusive and perpetual connection.

A connection has also been formed with Toledo and Detroit through the Dayton and Michigan road, and with Sandusky and Cleveland, through the M. B. and L. E. and C. & T. roads. and all upon a uniform gauge.

By the middle of the present month, the Company intended to connect their express trains, morning and evening, with those running East over the Ohio and Indiana road. An accommodation train has also been placed on the road this month between Cincinnati and Hamilton, in addition to the regular through trains to Dayton and New Castle.

This train is calculated to accommodate local patronage.

As an instance of the value of this road, to the country adjoining it, it is stated that within two years, residences have been erected immediately along the road, amounting in value to more than a quarter of a million of dollars. Cincinnati has already become an immense city, and is constantly enlarging and becoming a great railway center; and therefore there need be no fear that any road emanating directly from this center, and belting a rich country like the Miami Valley, will not be a very profitable road.

Since last year the capital stock amount has been increased \$400,000, and the bonded debt has been decreased by the conversion of the balance of the first mortgage bonds.

The first issue of bonds having been cancelled, it leaves the second loan of \$500,000 as the first line upon the road.

Below is the amount of Stock and Bonds issued, and the amount that has been expended for construction, equipment, and in the purchase of Real Estate; the total Receipts during the past year, together with the cost of operating the road, and the amounts paid for interest, taxes, and dividends.

Capital Stock	\$2,100,000 00
Mortgage Bonds, (unconvertible) due 1867, .....	500,000 00
Mortgage Bonds, (unconvertible) due 1880, .....	362,000 00
	2,962,000 00

Construction Account	2,263,286 72
Equipment do	444,127 19
Real Estate do	254,564 41
	2,961,978 32

Balance Transportation Account, April 1, 1853, .....	\$ 34,795 43
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Transportation Receipts, for 12 months ending April 1, 1854, viz:

Passengers	\$274,660 39
Freight	176,142 11
Mail and Express	12,228 95
	463,021 45

	497,816 88
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Transportation Expenses for twelve months	187,207 55
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	310,609 33
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Amount received from Rents	1,191 01
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Amount received from East Line	9,022 48
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Profits and Loss Account	26,677 98
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	36,891 47
--	-----------

	347,500 80
--	------------

Interest Account, and Interest on Bonds	46,206 83
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Amount paid for Taxes	14,469 57
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	60,676 40
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	286,824 40
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Dividend No. 3, August 1, Cash 5 per cent.	102,350 00
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Dividend No. 4, February 1, Cash 5 per cent.	105,000 00
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Surplus Earnings, February 1, .....	34,860 26
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Balance	242,210 26
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	44,614 14
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The assets and liabilities of the company, independent of the funded debt are as follows:

ASSETS—PROPERTY ACCOUNT.

820 Shares D. & M. R. R. Stock	\$41,000 00
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800 " S. & C. R. R. "	40,000 00
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90 " R. & M. R. R. "	4,500 00
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1100 1/2 " E. & H. R. R. "	21,312 50
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220 " G. & M. R. R. "	11,000 00
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295 " C. H. & D. R. R. "	29,500 00
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Amount paid on Acc't of Steam Boats	97,080 71
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Sundry items, Property Acc't	507 10
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624 shares Lafayette Bank Stock (surplus)	9,984 00
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Bills Receivable	51,630 64
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Due from other Roads	57,022 28
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Individual Acc'ts	50,359 49
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Suspense Acc't	29,358 44
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Carlisle & Stedman, N. York	32,296 42
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Cash on hand	65,862 64
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	541,414 22
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LIABILITIES	
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Individual Acc't	57,599 43
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Bills Payable	388,350 10
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Reserve Fund	50,000 00
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Renewal Acc't	29,170 91
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	525,120 44
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Balance	16,293 78
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The above statements present the principal items of importance in the affairs of the company at present date. The road-bed and superstructure are in good order, and need but a small outlay to keep up a good surface.

The equipment of the company comprises 21 locomotive engines, 25 first class passenger cars, 4 second class passenger cars, 6 baggage, Mail, or express cars, 188 Box or covered freight cars, 78 platform, rack or hog cars, and 9 cattle cars, all of which are in good running condition.

Of this list 7 engines and 7 passenger cars, besides several other freight cars, have been withdrawn, and put upon the line between Cincinnati and New Castle per agreement. This has rendered it necessary to order new cars in their place, which, to a certain extent, has been done. The bridge over Elk creek which was swept away a few weeks since, is being re-constructed as fast as possible, and that being finished, the accommodations of the Cincinnati Hamilton and Dayton Road will be of a superior kind.

#### Proportions of Locomotives.

We have frequently been asked for plain and simple rules for proportioning locomotives, and have at some trouble prepared the following:

##### PASSENGER ENGINE.

Diameter of Cylinder being the standard, and diameter of driving wheel being taken as three times the length of stroke.

Diameter of boiler 3 times diameter of cylinder.

Length of tubes 2 times diameter of drivers.

Width of grate 14 inches less than gauge of road.

Length of grate equal to diameter of boiler.

Number of tubes—as many as will occupy two-thirds the diameter of boiler, at a distance of 5/8 inch apart.

Diameter of tubes to be 1-5 of an inch for every foot of length.

Length of steam ports 9-10 diameter of cylinder.

Width, 1 inch for every foot diameter of cylinder.

of exhaust 1 1/4 in. for every foot of "

Diameter of main steam pipe 1/2 of "

" branch " 3/4 "

" exhaust at mouth 1-6 "

" chimney 9-10 "

" piston rod 1-6 "

" con'g rod at neck 1-6 "

swelling 1-16 inch larger at center for every foot of length.

Length of cross head bearing equal diam. of cyl'r.

Width of do 1-5 "

Diameter of driving axle 2-5 "

Throw of main valves 3-10 "

Lead on steam port with link at full stroke, 1-16 in.

" " with hook motion 1/4 to 3/8 "

Thickness of piston 3-10 diameter of cylinder.

Diameter of cross head pin 1-5 "

" crank pin, where the parallel rod

crank pin is on the end of it, 0.22 diam. of cyl'r.

Diameter of coupling rod pins 1-6 "

Do. valve stem 1-12 "

(Note.—This dimension should be a little exceeded.)

Length of connecting rod 3 1/4 times the length of stroke is the least length for a fast engine.

Diameter of pump plunger (full stroke) is 1/8 diameter of cylinder.

Diameter of feed pipes 1-7 diameter of cylinder.

" pump valves 1-6 "

##### FREIGHT ENGINES.

Diameter of drivers twice the length of stroke.

Do. of boiler 2 1/4 times diam. of cylinder.

Length of tubes 7 times length of stroke.

Do. of grate 3 times diameter of cylinder.



The other dimensions are principally the same as for the passenger engine, except that the steam pipes and ports may be generally of one-eighth less capacity. The connecting rod, for convenience in arrangement, may be as short as 3 times the length of stroke, which is the least length admissible.

#### Charlotte and South Carolina Railroad Company—Annual Convention.

A convention of the stockholders of the above company was held in Columbia, S. C., Feb. 7th, 1854.

At the last annual convention, a committee was appointed to report the number of officers of the company, with their salaries. There was reported the annual sum of \$100,098 paid for labor and salaries to persons employed on the road. Resolutions were then adopted, to the effect that the amount paid out for salaries and wages ought to be diminished.

Mr. Palmer, President of the Company, stated in his report the income of the road to be, from the 1st October, 1852, to 1st January, 1854, a period of 15 months, \$249,667 28; and the current or ordinary expenses to be, for the same period \$143,464 97; which, added to interest on bills payable and coupons due on bonds, leaves from the income a dividend fund of \$85,544 02; out of which two dividends, of two and a half per cent. on the capital stock of the company, amounting to fifty-eight thousand dollars (\$58,000), have been declared, and leaves the balance of the fund \$27,544 12, to be carried to the construction account.

The officers of the company, at the last meeting, presented what they believed to be an approximate estimate of the outstanding debts of the company. But from the short period allowed after the completion of the road, to make that estimate, it proved too low.

"Since their last annual reports, your officers have been engaged in closing up all the accounts for the construction of the road, and are gratified in being able to state that they have all been settled up with two or three exceptions. By the exhibit of your treasurer, who has charge of the construction accounts, it will appear that exclusive of the balance on hand, 30th September, 1852, the sum of \$314,334 90 has been received during the past fifteen months, and that the sum of \$409,215 74 has been expended during the same period, and that the payments made towards the construction of the road since its commencement, amount to \$1,580,637 66. Your officers, at your last meeting, furnished you with what they believed to be an approximate estimate of the outstanding debts of the company. But from the short period allowed, after the completion of the road, to make that estimate, it has turned out as might reasonably have been expected, that it was too low."

This company also decided, in view of the important aid that would be rendered to them by a railroad from Hamburg to Columbia, S. C., authorized aid to the extent of \$200,000 to build such road, provided \$600,000 would be raised from other sources, and the road should not cost over \$1,000,000.

The company also authorized \$10,000, or a necessary proportionate contribution, towards the

construction of a manufactory for re-rolling old railroad iron. It is believed that such an enterprise in their midst would more than make up the difference between a heavy transportation north and back again, and northern prices of iron; and at the same time it would introduce labor and capital into the State, and spread their profits among all classes.

This road is well stocked with engines, cars and machinery. It has now on the road, in good running order, 12 locomotives, 4 passenger, 3 baggage and mail cars, 69 platform cars, 7 stock, 16 dirt, 17 repairing and 8 hand cars.

During the year the grading at the junction of the South Carolina Railroad has been finished, and a freight house and cotton platform erected for the transshipment of goods. Cotton platforms have been built at all the way stations. There have also been built eight station-houses for the use of the different parties employed in the repairs of the road.

Under your direction a force was organized early in the year, and the work of filling the trestles commenced. They have been engaged at this and in hauling stone for the culverts at the different fills during the year. A contract has also been made for embanking those near Columbia, and with Mr. L. T. Sharp for those at Locklear's and Embers Branch.

Some difficulty has been experienced in getting rock for culverts; a good deal of which has been brought 60 or 80 miles, the cost of which makes a material difference in the estimate.

The amount expended in the construction of the road to the 31st December, is.....\$1,580,637 66  
There is due for grad'n &c. \$3,063 28  
" timber, 1,870 44  
" buildings, 1,015 00  
" cars, 4,238 00  
" engines, 17,961 43

28,128 35

\$1,608,766 01

The amount still required to build the engine houses at Columbia and Charlotte, and freight and passenger house at the latter, and to complete the embankments at the Trestles, is.....60,896 89

\$1,669,162 90

For cost of road and equipment up to the present time.

Mr. Bradley, Secretary and Treasurer, submitted his report of receipts and disbursements up to January 1st, 1854, embracing 15 months.

Balance in the Treasury, 30th Sept., 1852.....\$102,175 39

Amount of Company Note in Branch Bank, Charlotte, erroneously credited in report of 1852.....1,969 75

Receipts on the capital stock of the company, from 1st October, 1852, to 1st January, 1854.....76,815 22

Bonds issued by Charlotte and South Carolina Railroad Company in 1853.....150,000 00

Receipts from Transportation Depart. 85,289 93

Receipts from other sources.....260 00

Total receipts from 1st Oct., 1852, to 1st Jan., 1854.....\$416,510 29

Total disbursements for the same time \$409,215 74

Balance in the treasury 1st Jan., 1854, \$7,294 55

The existing bonded debt of the road is as follows:

DATE OF BONDS.	NO. & WHEN REDEEMABLE.	AM'T.
Jan. 1, 1852, 50	Bonds 1st Jan., 1859, \$25,000	
" " 50	" " " 1860, 25,000	
" " 50	" " " 1861, 25,000	
" " 50	" " " 1862, 25,000	
July 2, " 50	" " " 1863, 25,000	
" " 10	" " " 1863, 5,000	
" " 60	" " " 1864, 30,000	
Jan. 1, 1853, 50	" " " 1865, 25,000	
" " 50	" " " 1866, 25,000	
" " 50	" " " 1867, 25,000	
" " 50	" " " 1868, 25,000	
" " 10	" " " 1865, 5,000	
July 1, " 90	" " " 1869, 45,000	

Total amount of Bonds issued, \$310,000

The newly elected Directors for the ensuing year are—

1. John Caldwell,
2. J. S. Boatwright,
3. A. R. Taylor,
4. Edward G. Palmer,
5. Wm. R. Robertson,
6. James Pagan,
7. Samuel McAliley,
8. A. B. Springs,
9. A. B. Davidson,
10. John A. Young,
11. C. J. Fox,
12. Wm. F. Phifer.

R. J. McDOWELL,  
LEROY SPRINGS, Managers.  
JAMES GRAHAM.)

#### Interior Railroads.

We have two reasons for not devoting, in all cases, as much attention to isolated roads in the interior of the country as to those which occupy a place in the great thoroughfares of the nation. The first is that such roads are of local rather than of general importance, and the second is that roads of that character are more hazardous as speculations, and not generally as deserving of encouragement for that reason, as others commanding a broader area for support.

We will suppose a road built in an agricultural region, and diverging for a distance of 20, 30, or 50 miles from any main line of travel. Each mile of this road, if costing \$30,000, (and it is only in a few localities where a finished road will require less,) will impose a yearly charge of \$12,600 for interest, and as much at least, for operating expenses, or \$25,200 in all, upon every successive six-miles of country traversed. To pay this charge, every six miles must furnish at least 46 daily travellers, going an average distance of 36 miles each, at three cents per mile; and 48 tons of freight going the same distance at 4 cents per mile. The receipts from such a business are just equal to interest and expenses.

As the distance which we have assumed to be travelled is as great as the average on local interior roads, we see that every six-mile station must despatch one full passenger car of passengers, and six loaded freight cars daily. Here is the test of the support of a local road. How many towns, containing even 3000 or 4000 inhabitants, engaged in agricultural pursuits, can furnish such a movement? Are 92 of its citizens, and 96 tons of its products and exchanges, on the move daily?

Now there are clear distinctions between the elements of support of our railroads. An agricultural community requires less travel and trade than an other engaged in manufactures. The farmer produces for himself, the manufacturer for others. The products of the soil are to a large extent consumed where produced, and where there is a surplus for export and movement is regulated by the cost, which is cheapest, other things being equal, on a central line of trade and travel.

The construction of an interior road upon the

basis of a local support, calls for the exercise of the highest quality of judgment and skill; else it will be apt to prove unproductive. If the cost of the work, or the difficulties in the way of cheap operation, exceed a fixed limit, the scheme will be either unsuccessful or premature. As the means of support increase, such a road may assume a paying position, but unfortunately, the construction accounts of most roads increase with their incomes.

In building local roads in agricultural districts, no expenditure should be incurred not demanded by necessity and safety. The issue of bonds should be the least possible, as the payment of coupons is a permanent tax upon the road, as much as outlays for fuel or iron. And the merits of such roads being understood, they are not as able to obtain money on good terms, as roads which command a better support.

While we are unconnected in interest with any portion of the railroad system, we thus state the principles which govern our conduct towards a large class of railroad enterprises. While we perceive the ultimate success of our railroads, and the extension which they must receive, we do not wish to inflate the system in which they are included.

#### Elevated Railroad in Broadway.

As engineering expedients, several plans are already proposed for an elevated railroad in Broadway which are perfectly practicable. It is as easy to go over a street as a river, either lengthwise or across. The essential features of all the practicable plans now before our citizens are so obvious at first thought as hardly to have tasked the faculty of invention. In fact, the substance of them all was suggested long ago. But we doubt if there is a near prospect, or even a necessity for the execution of any of them.

The crowded condition of Broadway comes from the double circumstances that it is the great thoroughfare of life and fashion in our city, and also the most direct and capacious avenue between the two extremes of the town. Hence it is crowded with the votaries both of pleasure and of business. The business travel however, includes not only that which is incidental to the pursuits of the street, but also that of a large part of the commercial operations in other parts of the city, and such as does not necessarily originate or terminate in Broadway.

We believe that, if any plan of elevated railroad is executed in Broadway, a great feature of the street will be ruined—its perspective. It is the optical attractions of Broadway which characterize it from the Bowery or any other street equally accessible for purposes of trade. Instead of inviting travel the presence of such a scaffold as is so often proposed would avert very much of it. There are very few of the admirers of this noble thoroughfare, who would not be sorry to see it after being *grated* over head, to say nothing of the continuous double line of cars which it is claimed would be required. We are confident that no one who feels a just pride in the greatness and in the attractions of our city would willingly encourage such an encroachment on its great municipal highway, even if assured that it would, of which event we are not satisfied.

Our city requires better facilities for the travel between its upper and lower limits. The system

of cross streets is very perfect, but no one of these is an axis of a large travel as compared with that crowding upon Broadway. It is not necessary nor expedient, however, to concentrate all of this burden upon one street. Below Union Place more avenues are needed parallel to Broadway. Let us propose one which may afford some permanent relief. Commencing at the lower end of the island, Broad Street offers a width nearly equal to Broadway. Its proper continuation, Nassau Street, imperatively requires widening, and when done it should be with reference to the demands of a travel already greater than upon any street of its length in the city. On reaching the Park, it may be considered probable, and certainly for the best, that the city buildings will be removed to the neighborhood of Union Place, leaving the Park to be occupied as a central starting and stopping point between the extremes of the town. From Chambers street, a street requires to be cut so as to connect with Crosby street, which latter street being extended to Lafayette Place, would complete an independent avenue of great capacity, between the lower end of the island and Union Place.

Here is a great scheme, worthy the attention of the whole city, and especially of the business and proprietary interests on the east side of Broadway. It is the commencement of a great system of longitudinal thoroughfares, such as the interest of our city demand.

With the continuance of the present tendencies, West Broadway, in ten years, will be one of the principal avenues of business and pleasure in the city. In that time its present character will have disappeared.

So long as our buildings are kept below ten stories in height we feel there is little danger of the spoliation of Broadway by an elevated railroad.

#### Steam Engines and Blowing Cylinders for Blast Furnace for Sale.

A STEAM ENGINE, 20 inch cylinder, and five feet stroke, together with Blowing Cylinders, five feet diameter, and six feet stroke, in perfect working order, for sale. Apply to EDW. BECH & KUNHARDT, 62 Beaver St., Or, A. TOWAR, Agent Pokeepsie Iron Works, 2317 Pokeepsie, N. Y.

#### Edge Tools.

THE Underhill Edge Tool Company manufacture from the best of Steel, and warrant every variety of Edge Tools for the New England, Southern and Western trade, including Axes, Adzes, Picks and Chisels; all of which are constantly kept on hand at their Warehouse, 53 Kilby street, Boston. December 18, 1862. WM. S. BAMPSON, Agent.



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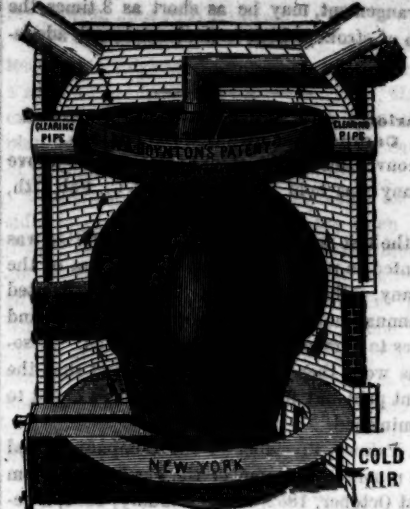
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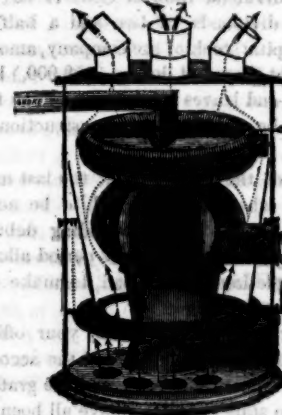
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FOUR SIZES FOR BRICK WORK.

FIVE SIZES PORTABLE.



PORTABLE.

An entirely new Article, possessing advantages worthy the attention of those in want of a Powerful and Economical Heater.

SIMPLE in construction, compact in form, and easily managed and cleaned.

Is entirely of CAST IRON; has but two joints, and those so arranged, as to prevent the escape of Gases and Smoke.

The FIRE POT is lined, the RADIATING SURFACE located above the fire, and equally exposed on all sides to the action of the cold air.

Can be set in LOW CELLARS, and, by the attachment of a SELF-CLEANING RADIATOR is especially fitted for the use of Bituminous Coal.

Of the above pattern we have four sizes, to be enclosed in brick-work, and five sizes of portables, adapted to all classes of buildings, and can be furnished at a less price than any other heaters of equal capacity in present use.

Manufactured and for Sale, Wholesale and Retail, By CHILSON, RICHARDSON & CO. 374 Broadway, New York, Also 101 and 103 Blackstone-St. Boston.

#### Railroad Iron.

THE "Montour Iron Company" is prepared to execute orders for Rails of the usual patterns and weights, and of any required length not exceeding 30 feet per rail. Apply to THOS. CHAMBERS, September, 1860. President.



## New York and Erie R. R.

### PASSENGER TRAINS

leave Pier foot of Duane street, as follows, viz:—

**BUFFALO EXPRESS**, at 6 a. m. for Buffalo direct, without change of baggage or cars.  
**Dunkirk Express**, at 7 a. m. for Dunkirk.  
**Mails**, at 8 1/2 a. m. for Dunkirk and Buffalo, and intermediate stations.

**WAY EXPRESS**, at 12 1/2 p. m. for Dunkirk.  
 Rockland Passengers, at 3.30 p. m., (from foot of Chambers Street) via Piermont, for Suffern and intermediate stations.

**WAY PASSENGER**, at 4 p. m., for Otisville, and intermediate stations.

**NIGHT EXPRESS**, at 6 p. m. for Dunkirk and Buffalo.

Enigrant at 6 p. m.

On Sundays only one Express Train—at 6 p. m.

These Express Trains connect at Buffalo with first-class splendid Steamers on Lake Erie for all ports on the Lake; and at Dunkirk with the Lake Shore Railroad for Cleveland, Cincinnati, Toledo, Detroit, Chicago, etc.

D. O. McCALLUM, General Sup't.

## Great Western Mail Route.

**SIXTY MILES DISTANCE SAVED TO CHICAGO AND ST. LOUIS.** THE MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD LINE, carrying the Great Western United States Through Mail, have the following staunch first-class Steamers running on Lake Erie in connection with the NEW YORK AND ERIE RAILROAD from Dunkirk, touching at Cleveland, and connecting with their Road at Toledo, and connecting directly with the CHICAGO AND ROCK ISLAND RAILROADS at Chicago, in the same Depot, thus forming a Daily Line for Passengers and Freight from New York to the Mississippi River. NIAGARA, Capt. Miller; EMPIRE, Capt. Mitchell; KEYSTONE STATE, Capt. Richards; LOUISIANA, Capt. Davenport. Also A DAILY LINE FROM BUFFALO DIRECT TO MONROE, by those well-known magnificent Floating Palaces, EMPIRE STATE, J. WILSON, Commander, leaves Buffalo Mondays and Thursdays; SOUTHERN MICHIGAN, A. D. PARKINS, Commander, leaves Buffalo Tuesdays and Fridays; NORTHERN INDIANA, I. T. PREATT, Commander, leaves Buffalo Wednesdays and Saturdays.

One of the above splendid Steamers will leave the Michigan Southern Railroad Line Dock, at 9 o'clock, P. M. every day, (except Sundays) and run direct through to Monroe without landing, in 14 hours, where the LIGHTNING EXPRESS TRAIN will be in waiting to take passengers direct to Chicago in 8 hours, arriving next evening after leaving Buffalo.

Running time from New York to Buffalo..... 14 hours.

Running time from Buffalo to Monroe..... 14 hours.

Running time from Monroe to Chicago..... 8 hours.

Total..... 36 hours.

Connecting at Chicago with a fine line of Low Pressure Steamboats to all places north of Chicago to Green Bay; also with Chicago and Rock Island Railroad to La Salle, and there connect with Illinois River Line of Steamboats, or Express Trains of ILLINOIS CENTRAL AND CHICAGO AND MISSISSIPPI RAILROADS, or connecting at Rock Island with regular line of steamers for all points above and below, making the cheapest and most direct Route to St. Louis, Rock Island, Minnesota, and the Great West.

The AMERICAN LAKE SHORE RAILROADS from Buffalo and Dunkirk connect with this line at Toledo, forming the only direct and continuous line of Railroads from the Atlantic Seaboard to the Valley of the Mississippi.

Running time to Chicago, 36 hours; to St. Louis, 56 hours.

FOUR DAILY TRAINS by Railroad all the way.

TWO DAILY LINES by Steamers on Lake Erie.

Thus the Traveller and Shipper can see at a glance that no other Line can enter the lists as competitors.

Passengers Ticketed Through from New York with privilege of stopping over at any point on the route, and resuming seats at leisure, either by the New York and Erie Railroad, via Dunkirk, New York and Erie and Buffalo and New York City Railroad via Buffalo; People's Line of Steamboats, Hudson River or Harlem and New York Central Railroads, via Albany and Buffalo.

For any further information, Through Tickets, or Freight, apply at the Company's Office, No. 193 Broadway, corner of Dey st., N. Y., to JOHN F. PORTER, General Agent, or L. F. DUNTON, Ticket Agent.

## Notice to Contractors.



**PROPOSALS FOR THE ENTIRE CONSTRUCTION and equipment, or the graduation, bridging and masonry, separately, either in whole or in part, of the Mississippi and Tennessee Railroad, (extending from Memphis to Grenada, Mississippi, about 97 miles,) will be received at the office of the Company, in Memphis, till the 20th of July next. Proposals for the entire construction and equipment, and otherwise as favorable, will have preference. Profiles and estimates of the first 60 miles may be seen on application at the Engineer's Office in Memphis. Bidders must furnish satisfactory evidence of their ability to complete the work.**

MINOR MERIWETHER,  
Chief Engineer.

May 4th, 1854.

## N. York and N. Haven R. R.

### NOTICE OF SUMMER ARRANGEMENTS.

Commencing Monday, May 9, 1854.

TRAINS FROM NEW YORK.	TRAINS TO NEW YORK.
7 A. M.—Accommodation to New Haven.	5.30 A. M.—Special, from Port Chester.
8 A. M.—Express for Boston, stopping at Stamford and Bridgeport.	6.00 A. M.—Commutation from New Haven.
9.10 A. M.—Special for Port Chester.	6.15 A. M.—Accommodation to New Haven.
11.30 A. M.—Accommodation for New Haven.	8.15 A. M.—Accommodation to New Haven.
3.00 P. M.—Express for New Haven, stopping at Stamford, Norwalk and Bridgeport.	9.35 A. M.—Express from New Haven, stopping at Bridgeport, Norwalk and Stamford.
4.00 P. M.—Accommodation for New Haven.	1.07 P. M.—Boston Express, stopping at Bridgeport, Norwalk and Stamford.
5.00 P. M.—Express for Boston, stopping at N. Haven.	4.00 P. M.—Special, from Port Chester.
5.35 P. M.—Commutation for N. Haven.	4.00 P. M.—Accommodation to New Haven.
6.30 P. M.—Special for Port Chester.	9.30 P. M.—Boston Express, stopping at Bridgeport, Norwalk and Stamford.

GEORGE W. WHISTLER, Jr., Sup't.  
New Haven, May, 1854.

## Kentucky Locomotive Works.

CORNER OF KENTUCKY AND TENTH STS.,  
LOUISVILLE, KY.



THE Proprietors of the Kentucky Locomotive Works would respectfully inform Railroad Companies and the public generally that, having completed their establishment, they are now prepared to receive and execute orders with fidelity and dispatch. They will contract for LOCOMOTIVES, PASSENGER, BAGGAGE, FREIGHT, GRAVEL, and HAND CARS, of every style and pattern, as well as all kinds of Stock and Machinery required for Railroads.

Particular attention will be paid to Repairing, for which they have every facility.

They are also prepared to contract, on favorable terms, for building all kinds of Machine Tools, such as Turning Engines, Lathes, Planers, Drills, Slotting, Spining, and Shaping Machines, of every variety of pattern.

Having also a large FOUNDRY connected with the establishment, orders for Castings are solicited, and will be filled with promptness.

Car Wheels of any pattern can be furnished on short notice. Double and single plate and Spoke Wheels of all sizes, constantly on hand.

Communications or orders must be addressed to  
OLMSTEAD, TENNEYS & PECK,  
Louisville, Ky.

1y23

## Railroad Companies and Contractors,

**WANTING** first rate German or Irish laborers for railroads and canal work, or mechanics of any kind, will find the undersigned a first rate office to give their orders to, as thousands of emigrants apply to them every season for employment.

Satisfactory reference will be given to well known companies and contractors, and men are forwarded to any part of the Union.

MORRIS & COHNERT,  
European, American Employment Office,  
287 Broadway, corner Reade-st.  
3m\*10 Under the Irving House, New York.

## James W. Hooker, COMMISSION MERCHANT, AGRICULTURAL WAREHOUSE, AND MACHINERY DEPOT,

No. 36 Lloyd Street, Buffalo, N. Y.

Commission dealer in Portable and Stationary Engines, Iron Planners, Lathes, Universal Chucks, Belting, Oils, Rubber Packing and Hose, Scales, Saws, Mill Stones, and Machinery generally. Post paid letters will receive prompt attention. 221

## D. Mitchell, Jr.,

Chief Engineer Pittsburgh and Steubenville, and Chartiers Valley Railroads, Pittsburg, Pa.

## Samuel McElroy,

Assistant Engineer, New York Navy Yard.

## Charles B. Stuart,

Civil Engineer, New York.

## Edward W. Serrell,

Civil Engineer, 157 Broadway, New York.

## To Chief Engineers.

A Gentleman who has had some Eight years Experience in construction of various Eastern and Western Railroads desires a situation as Resident Engineer upon some railway in the United States. The best of references as to Capability and Efficiency can be furnished. Address B. care of John Palmer Esq. East Cambridge, Mass. 17 1/2

## For Sale.

**THE ROSSIE FURNACE AND FOUNDRY**, etc. St. Lawrence County, N. Y.—This well known establishment, having attached to it a large and complete Casting House and Machine Shop, with ample accommodations for workmen, and every convenience necessary to the prosecution of an extensive business, together with valuable Iron Mines and Mining Rights, also Timber Lands, is offered for sale by the proprietor, who retires from the business. The capacity of the Rossie Furnace for making iron, is believed to be unsurpassed by any charcoal Furnace in the country, having repeatedly run up to fourteen tons per day, with 55 to 60 per cent. yield from ore—special red oxides—coal per ton, 100 bushels. The same has been in uninterrupted operation for over twenty years, and the reputation of its iron is established throughout the West. The location of these works in the village and town of Rossie, county of St. Lawrence, N. Y., six miles from the River St. Lawrence, and connected therewith by a plank road. Their cost, apart from premises and water power, has involved an expenditure of over \$100,000, and their present efficiency, in every respect, is considered unexceptionable. For further information apply to D. W. Baldwin, Agent, at the works, or to the undersigned.

G. PARISH.

Ogdensburg, N. Y., April, 1853.

15,3m\*

**SEYMOUR, MORTON & CO. GENERAL R. R. AGENCY**, Office, Metropolitan Bank Building, No 110 Broadway, have to dispose of at private sale, in amounts to suit persons desiring to invest, the following valuable Securities:

LOUISVILLE CITY BONDS, at 30 years  
OHIO AND MISSISSIPPI R.R. STOCK, drawing interest.  
MAYSVILLE AND LEXINGTON MORTGAGE BONDS, at 24 years.  
MAYSVILLE AND LEXINGTON R. R. STOCK.  
SCIOTO AND HOCKING VALLEY R. R. STOCK.  
SCIOTO AND HOCKING VALLEY R. R. FIRST MORTGAGE CONVERTIBLE BONDS.  
LOUISVILLE AND NASHVILLE R. R. STOCK.  
BUFFALO AND STATE LINE R. R. BONDS.

They are prepared to negotiate contracts for the construction and equipment of Railroads in any part of the country, including furnishing corps of engineers and contractors locomotive engines and cars, railroad bridges, McCallum's patent, railroad iron, chairs, spikes, switch irons, &c., &c.

## MONTREAL & NEW YORK

### Plattsburgh and Montreal RAILROADS.

Open through from Plattsburgh to Montreal.

Passenger Trains leave Montreal for Plattsburgh at 6.30 a.m. and 5 p.m., arrive at 8 a.m. and 7.30 p.m.  
Leave Plattsburgh for Montreal 7.30 a.m. and 4 p.m., arrive at 10 a.m. and 6.50 p.m.

Trains connect at Montreal with Steamers for Quebec, and the St. Lawrence and Atlantic Railroad for Sherbrooke and other intermediate stations.

Trains connect at Moores Junction with Northern (Ogdensburg) Railroad for Ogdensburg and Lake Ontario Steamers for Lewiston, Niagara Falls and Upper Canada, and all ports on the Western Lakes.

Trains connect at Plattsburgh by Steamer to Burlington with Rutland and Burlington Railroad and connecting lines for Troy, Albany, New York and Boston, and all intermediate stations. Also with steamers for Whitehall to the Saratoga and Washington Railroad, and connecting lines of road to Troy, Albany and New York.

Passengers will find this route unequaled for comfort and dispatch, and attended with least fatigue and delay than any other. It possesses moreover the advantage of a short Forriage of only fifteen minutes across the River St. Lawrence at Caughnawaga, which has never been known to freeze, and can be confidently relied upon at all seasons of the year.

Freight Trains run daily except Sunday.  
For particulars see Freight and Passenger Tariff.  
BAGGAGE checked through.

H. W. NELSON, Superintendent.

## Old Railroad Iron For Sale.

**ABOUT 250 TONS**, mostly whole bars, flat iron of superior quality. Deliverable at Portsmouth Va. as fast as it can be hauled. Immediate offers are invited, addressed to

L. O. B. BRANCH, President R. & G. R. R.  
Releigh N. Carolina.

None but the accepted offer will be applied to.  
St.22



## SURVEYORS &amp; ENGINEERS.

ALBERT COOK &amp; CO.

19 John Street,  
NEW YORK.

HAVE, in connection with their Optical and Mathematical Instrumentation, established a Manufactory of Surveying Instruments. Employing an experienced Engineer, and the best of German mechanics, their instruments will give full satisfaction.

Ontario, Simcoe & Huron R.R.  
CANADA.

THIS road opened in May last to Lake Simcoe is expected to be completed to the Georgian Bay, Lake Huron a distance of 95 miles in June next where it will form the shortest and most agreeable route to the North Western States to Lake Michigan and to the Mineral Regions of Lake Superior.

At present the Passenger Trains leave Toronto for Barrie (64 miles) daily at 8 a.m. and 3.30 p.m., returning the same day. On the opening of the navigation a Steamer will ply on Lake Simcoe in connection with the Trains and will convey passengers through that Lake and Lake Couchiching to Orillia whence a short portage of eighteen miles will take them to the waters of Lake Huron to the Steamer (Kashobah) which runs to the Sault St. Marie and intermediate ports forming the most expeditious and agreeable route to the Mineral Regions of Lakes Huron and Superior.

Arrangements will be made on the completion of the road to the Georgian Bay for a line of first class Steamers to extend their trips to the ports on Lake Michigan.

ALFRED BRUNEL, Superintendent.

MR. WILLIAM NAISH, of Newport, Monmouthshire Inspector of rails, begs most respectfully to acquaint importers of rails, engineers and others connected with the railroads of America, that he still continues to execute orders of inspection throughout the various districts of South Wales and adjacent Iron works, and confidently refers to the satisfaction which his supervision has given during the last ten years to exporters of rails, and others below named; as a proof of the fidelity, carefulness and promptitude of his inspections.

BARING BRO. & CO., London.  
PALMER, McKILLOP, DENT & CO., London.  
LEWIS HOPE, Esq.,  
COLLMAN & STOLLERFOHT,  
Hos. JAS. WADSWORTH, Buffalo New York  
JAMES SPENCER, Esq., Liverpool  
NAYLOR, VICKERS & CO., 101y

C. Floyd-Jones,  
Division Engineer 3d and 12th Divisions,  
ILLINOIS CENTRAL RAILROAD,  
Vandalia, Ill.

## Locomotive Engines for Sale.

TWO first class engines, adapted to a 5 foot gauge, 22 tons weight, 18 + 20 inch Cylinders, and 5½ and 6 foot drivers, built by one of the best makers in the country. New, and offered for sale because not required by those ordering them. Enquire at the office of American Railroad Journal, 9 Spruce-st., up stairs.  
Dec. 24

## Passenger Cars for Sale.

TWO first class Passenger Cars, built by one of the best car builders in the country, for the Baltimore and Ohio Railroad.

The above presents a rare opportunity to any Railroad Company wishing first class cars for immediate use.

They will be sold at a bargain for cash or good paper. Enquire at the office of Bridges & Brothers, 64 Courtland Street.  
New York, Feb. 21st, 1854.

## Lyon's Tables of Cubic Contents, Etc.

These valuable tables are of great assistance in obtaining the cubic contents of excavations and embankments. Table 1 gives correct mean heights of cross sections with either two or three cuttings taken. Table 2 finds the cubic contents, having the mean heights at each end of the section to be calculated given. These tables possess advantages in being applicable to every variety of bases and side slopes. Engineers and others may obtain them by application at the American Railroad Journal office, 9 Spruce Street, New York, by mail or otherwise. Price \$1.00.

## Railroad Iron.

500 TONS, best English make, 57 lbs. per lineal yard, now in port. For Sale by  
THEODORE DEHON, 26½ Broadway.  
Contracts made as above for Rails delivered at any English or American port at lowest rates and customary credits.

## To Locomotive Engine Builders and Engineers.

THE Proprietors offer for rent for a term of years, with immediate possession, the splendid property, known as the BELLEVILLE IRON WORKS, situated on the Mississippi, directly opposite the City of New Orleans, and within 300 feet of the River, with which it is connected by fine wharves and landings.

The buildings are of brick, with slated roofs, and were erected in 1848 at a very heavy expense; are of a most substantial and durable character and admirably fitted for a Foundry and Machine Shops, or almost any mechanical business. They now contain a new and powerful Engine and Boiler and sufficient machinery, say, planing machines—lathes—boring machines, blacksmith's tools, &c., &c., to employ 100 mechanics, and could be put in working order in a few days. The Buildings cover a lot 300 feet square and are amply large to receive the necessary machinery for the use of 800 to 1000 workmen.

The terminus and depot of the New Orleans, Opelousas and Great Western Railroad is situated about 300 yards from the above property, which could be availed of to great advantage for the manufacture of Locomotives and Railroad work, generally as well as Steam Engines, Sugar Mills, and other descriptions of Machinery.

There are no Shops in New Orleans for the manufacture of Railroad Machinery, and as the Railroad Companies now organized in that city contemplate the construction of over 1000 miles of road—a large part of which is already under contract,—the property now offered for lease offers a most eligible opportunity for parties desiring to contract to furnish the Engines and Machinery,—for those roads. Responsible contractors with their works on the spot would have an advantage over Northern Workshops in contracting for the Work of the Railroads terminating in New Orleans.

The Establishment and prospect of remunerating work to be secured immediately are worthy the attention of manufacturers and Engineers generally.

Applications from responsible parties will be promptly attended to, and to satisfactory parties the proprietors of the Works can offer favorable terms and arrangements.

Letters may be addressed to

R. B. SUMNER,  
No. 61 Camp Street,  
New Orleans;

and further information may be had by applying to Messrs. BARSTOW & POPE, Pine Street, New York.

## Locomotive Engines.

FOR SALE, two Locomotive Tank Engines, 4ft. 8½ in. gauge, made by one of the most celebrated and extensive builders in Massachusetts, and ready for immediate delivery. These engines are admirably adapted for fast travel with light passenger trains; weight 13 tons, with 4 ft. drivers, with leading and trail wheels; cylinders 12½ in. by 20, with a separate cut-off valve. Can be examined at the works of the manufacturer. Apply to H. V. POOR, Editor Railroad Journal, 9 Spruce-st., N.Y. 191f

Boiler and Tank Rivets,  
Nuts and Washers;  
Bolts and Bolt Ends

for Sale by  
BRIDGES & BROTHER,  
64 Courtland st., N. Y.

## For Sale.

BY the Baltimore and Ohio Railroad Company, 24 crate cars, adapted to Railroad purposes, which will be sold at a reasonable price. For further information, apply to

SAMUEL J. HAYES,  
M. & M., Baltimore and Ohio R. R. Co.,  
Or BRIDGES & BRO.,  
64 Courtland st., New York,  
191f

## To Civil Engineers and Surveyors.

TRANSITS, Level and Surveyors Compasses Manufactured on the most improved principle and of the Best Quality

by THOMAS HUNT,  
No. 63 Fulton Street,  
New York.  
1y10\*

## Railroad Iron.

5,000 TONS of RAILS, about one-half weighing 60 lbs. per yard and the remainder 66 lbs. per yard now in bond and for sale by

JOHN H. HICKS,  
2d Feb'y. 90 Beaver street.

## Railroad Iron.

1250 Tons Erie Pattern Guest and Co's make, weighing 57½ lbs. per yard, to be shipped from Wales in July and August, for this port—for sale by

BOORMAN, JOHNSTON & CO.,  
June 9, 1853. 90 Broadway, New York.

## Brass Tubes for Locomotive and Marine Boilers.

THE undersigned having been appointed Agent for the highest respectable manufacturers Messrs. Allen, Everett & Son or Birmingham, is prepared to take orders, at fixed prices, for Brass Tubes of all diameters, for Engines.—For further particulars and inspection of patterns, please apply to

JOHN H. HICKS,  
March 1854. 90 Beaver str.

**DIVIDEND NOTICE.**—The SEMI-ANNUAL INTEREST falling due in this city on the first day of May next, on the following named securities, will be paid on and after that date at the office of the undersigned on presentation of the proper coupons, viz:

The Bonds of the City of Cleveland, (Ohio) issued to the Cleveland and Pittsburgh Railroad Company 7 per cents.

The Bonds of the City of Cleveland, (Ohio), issued to the Cleveland, Painesville and Ashtabula Railroad Company 7 per cents.

The Bonds of the City of Madison, (Indiana) 6 and 7 per cents.

The Bonds of the City of Pittsburg, (Penn.) issued to the Allegheny Valley Railroad Company (payable on the first Monday of May next,) 6 per cent.

The Madison and Indianapolis Railroad Company First Mortgage Bonds, 7 per cent.

The Sciota and Hocking Valley Railroad Company First Mortgage Bonds, 7 per cents.

The Indiana Central Railroad Company Mortgage Bonds, 7 per cents.

The Wilmington and Manchester Railroad Company Second Mortgage Bonds, seven per cents.

New York, April 29, 1854.

WINSLOW, LANIER & Co., No. 52 Wall-st.

## Railroad Iron.

THE Undersigned, Agents for the Manufacturers, are prepared to contract to deliver free on board at shipping ports in England, or at ports of discharge in the United States, Rails of superior quality, and of weight or pattern as may be required.

VOSE, PERKINS & CO.,  
New York, June 1, 1851. 9 South William Street.

## Important to Railway Co's.

A GREAT improvement has recently been perfected in the manufacture of Dumping Gravel Cars by which the cost is materially lessened and the strength and durability much increased.

We have secured the right to manufacture these improved Cars and can supply them at prices ten per cent. lower than the ordinary kind.

Orders directed to the Hamilton Car Co., Hamilton, Ohio, will receive prompt attention.

## STEEL.

Shortridge, Howell & Jessop,  
HARTFORD STEEL WORKS,  
SHEFFIELD, ENGLAND,

HAVE constantly on hand at 24 Cliff St., New York—

CASE STEEL—double Refined and Extra, Square, Flat and do. Best Warranted do. do. [Octagon]

SHEAR STEEL—Best double and single, Warranted.

MACHINERY STEEL—Round assorted.

SHEET STEEL—for Saws and other purposes, 1st and 2d quality.

GERMAN STEEL—assorted sizes, [quality]

SPRING STEEL—for Railway and Carriage purposes, 1st and 2d quality.

BLISTER STEEL—Genuine (L), "Sykes", and other good

BLADE STEEL—for Cutlery purposes, [stamps]

All of which are guaranteed to be equal to any other make, and offered for sale on the most favorable terms, by

1y22 DUNCAN LITTLEJOHN, Agent.

## Sewall &amp; Crehore

CIVIL ENGINEERS

ST. PAUL, MINNESOTA.

JOSEPH B. SEWALL

CHAR. FRED. CREHORE.